

THE ILLUSTRATED LONDON NEWS

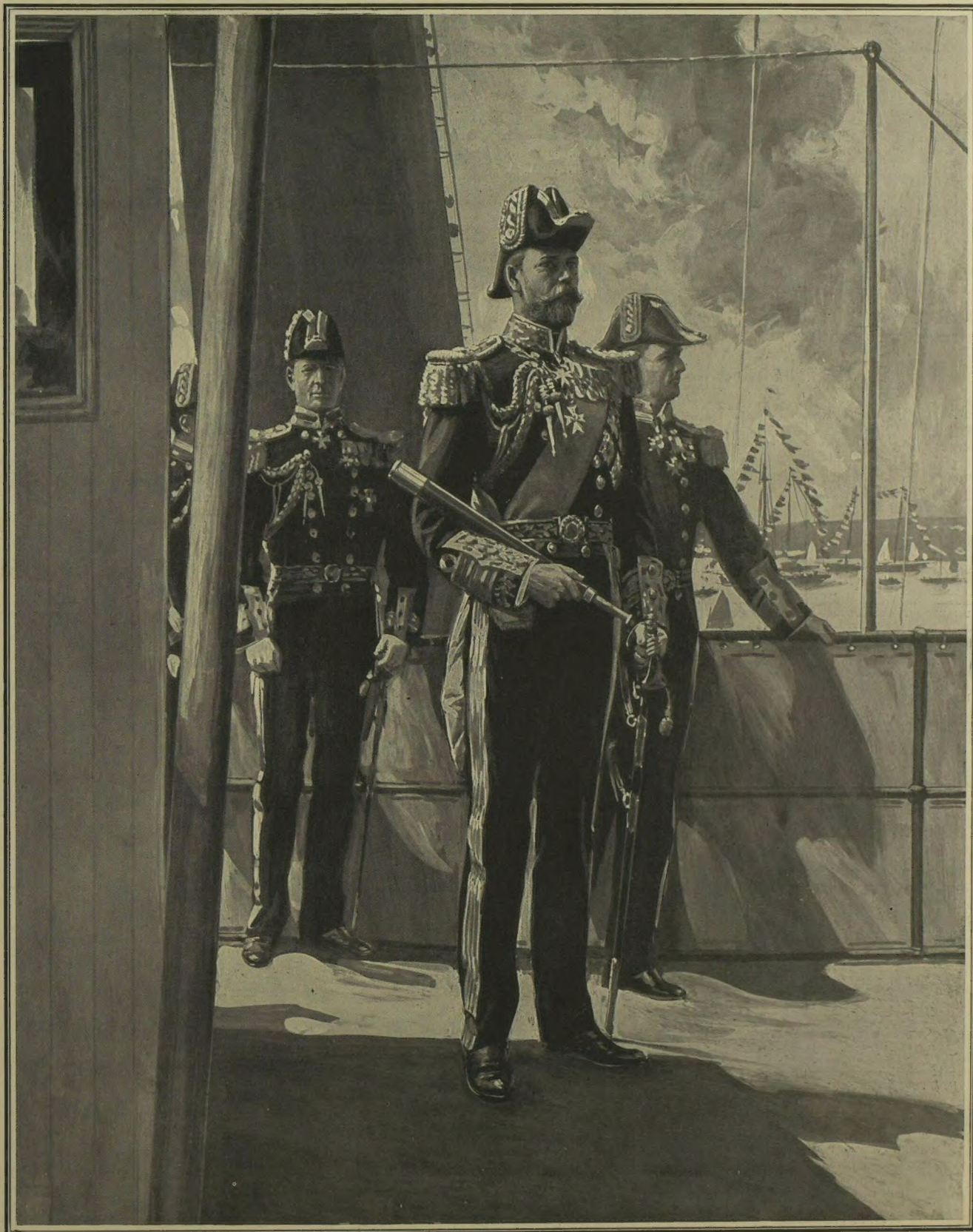
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SATURDAY, MAY 11, 1912.

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VISITING HIS FLEET FOR THE THIRD TIME SINCE HIS ACCESSION: KING GEORGE, ADMIRAL OF THE FLEET.

King George left London for Weymouth on May 7, to pay his third visit to his Fleet since his Accession, and his first since the Coronation Naval Review. Owing to fog, he could not reach Weymouth that evening, as arranged, but spent the night in his yacht off Yarmouth, Isle of Wight, intending to proceed early next morning. It was arranged that on the Wednesday his Majesty should go aboard the flag-ship "Neptune," to witness

exercises in the Channel, practice squadron-firing, battle-firing by the "Orion," and an attack by the destroyers on war-ships in Weymouth Bay; that on the Thursday he should see other exercises; that on the Friday he should inspect the men-of-war and be present at harbour drills and boat-exercises; and that on the Saturday he should return to London. Flights by naval airmen were arranged to take place over the Fleet.

FROM THE PAINTING BY S. BEGG.

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3. NORTH CAPE & FJORDS	12 July 14 days
4. NORWAY FJORDS	27 July 13 days
5. NORWAY FJORDS	10 Aug. 13 days
6. BALIC & RUSSIA	21 Aug. 24 days
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THE BECHAN OPERA COMPANY IN REFUGIORE, "TALES OF

HOFFMAN," "LOHENGGRIN," and "IL TROVATORE." Ruth Venetia, Irene

Yentrich and Co., George Robey, Eugene Striano, White Conliffe, and Varieties.

THE ROYAL ACADEMY.

(See Supplement.)

THE Academy is Royal from flagstaff to floor: the State portraits in the Large Gallery, or the blank space that awaits one of them, rise from bottom to top of the eastern walls, and their size is in itself a domination. On the first Press day, the places allocated to the portrait of the King, painted by Sir Luke Fildes at his Majesty's command; the portrait of Queen Mary, painted by Mr. William Llewellyn at the same bidding; and Mr. Bacon's "Coronation," were all vacant, and the permitted unpunctuality was a notable reminder of what authority is behind so much of the year's Art. The blank wall caught the eye, and held it longer than the well-packed commonplace of other rooms.

Mr. Cope's portrait of the Prince of Wales in the centre of the south wall of the large room already set standards and made promises. An admirable likeness, clear-cut, competent, complete, it shows that a painter may, with good fortune, keep both his ease and vigour in executing a royal portrait. Modern experience, rather than reason, is against the assumption that he can do so, but Mr. Cope's work is as satisfactory as the smart soldiering of the parade-grounds, or as the experienced good manners of diplomacy. It is neither breathless nor servile, makes neither too much nor too little of regality. The large equestrian portrait of the King in Gallery VIII., by M. Georges Scott, and Mr. Christopher Williams's "The Investiture of the Prince of Wales at Carnarvon Castle" do not come through the old difficulties with any new success. And when at last Mr. Bacon's "Coronation" went to its place, the first impression was of a scene reconstructed from dolls rather than from human beings. The arms of the Peereses, suspended from the gallery, and the rigid profiles of the principal persons belong not to a vital but to a manufactured world.

To employ the ordinary methods of Academical representation in dealing with a subject that lies somewhere outside the scope of Academy picture-making was perhaps the only course open to Mr. Bacon. Turning up the lights to the full, he set down as much as any man had dared, short of doing obvious violence to perspective. Aesthetically, another method would have been more delightful. But we have not arrived at that stage at which we are content to hand over our history to the decorators. What Crimean veteran would care to see his wars in the hands of Uccello and the Peers would hardly accept, for themselves or their wives, a record of the Coronation according to Mr. Gerald Moira. Yet Mr. Moira, as a free lance, has produced one of the few pleasurable pictures of the year. Its flat ribbons of brilliant colour, its gaiety and spaciousness, are things considered too refreshing for the line. "The Bathers," at any rate, is skied.

For the most part the important pictures have important places. Mr. Arnesby Brown's fine "Norfolk Landscape" is the centrepiece of one wall, and Mr. La Thangue's "Sussex Common" of another in Gallery IV. Mr. Spencer Watson's interesting portraits suffer nothing, as it happens, through being put in the corner; Mr. Adrian Stokes' "An Autumn Evening in the Alps" looks brilliant under the wing of Mr. Llewellyn's "Queen Mary"; and, at the end of the gallery of honour, Mr. Sargent's "Cypresses," Mr. Frank Bramley's "Portrait Intime," Mr. Orpen's "A Lady and Gentleman," and Mr. Clausen's "A Window," combine to make a certain section of the wall particularly honourable. All these are portraits intimes, though Mr. Sargent's chief sitters are oxen who, during a halt, keep meditative eyes upon their sprawling drivers. The two damsels of Mr. Clausen's "Window" remind one of the ladies of Stevenson's Vailima household, whom he addressed in memorable verses—

And show, by each endearing cause,
More like what Eve in Eden was—
Buxom and free, flowing and fine,
In every limb, in every line,
Inimitably feminine.

But for all the beauty of Mr. Clausen's work, it is not Mr. Clausen's year. Mr. Lavery's colour salutes the visitor at various points; but neither is it Mr. Lavery's year. His work has not sufficient substance to sustain a "first place." It is nobody's year. Mrs. Swynnerton is more than ever powerful, but her two portraits, for all their strength, are but two. The painter of the year, as we have usually known him in the past, has been backed by numbers. Mr. Tuke and Mr. Jack are both to be admired for paintership that is as rare to-day as ever it was in the most dismal years of Academical achievement. E. M.

ROYAL ACADEMY PICTURES BY NATURAL- COLOUR PHOTOGRAPHY.

(Our Supplement.)

THE feature of our Supplement this week, containing notable pictures from the Royal Academy, is the reproduction of several works by means of natural-colour photography, a process of which the wonderful results have been illustrated in our pages on several previous occasions. It is especially remarkable for the fidelity with which it renders shades of colouring and differences of technique, as in the case of the two landscapes which we have selected—"Bredon, on the Avon," by Mr. Alfred Parsons, and "A Norfolk Landscape," by Mr. Arnesby Brown. We also give a double-page reproduction in colour of one of the most interesting pictures of the year, Mr. John Lavery's portrait of Mme. Anna Pavlova in her famous dance, "La Mort du Cygne." Two examples of the fanciful art of Mr. Charles Sims—"The Shower" and "A Spring Muse"—are likewise reproduced in natural-colour photographs, together with a number of other noteworthy pictures in monochrome. We may add that a further selection of pictures from this year's Academy will appear in a later issue.

PARLIAMENT.

THE debate on the Home Rule Bill in the House of Commons was characterised by the extreme length of many of the speeches. This lessened its interest as well as its effectiveness, and the attendance, except during occasional hours, was small. A large number of the speeches were very able, Members striving on such an occasion to excel, and although there was a good deal of bitterness in the debate, there were few displays of the passion which flared so frequently in previous Home Rule struggles. Long as it lasted, it was not long enough to enable half of those who desired to join in it to be heard, and, consequently, the advocacy of shorter speeches has been revived. An appeal to the Speaker on the subject drew attention to the grievance. Mr. Lowther was cheered heartily in all quarters when he remarked that the House would rather hear three speeches of twenty minutes each than a single speech of an hour; but the virtue of brevity is preached rather than practised, and when one Member abandons the virtue another thinks he would be stupid to practise it. How a debate could be very concise and pungent was shown on Monday night, when attention was called to the conduct of Mr. Bryce in the Reciprocity negotiations between Canada and the United States. The subject was raised first at question time, and the statements of the Prime Minister being considered unsatisfactory by Unionists, it was discussed in the half-hour between the adjournment of the Home Rule debate at eleven o'clock and the rising of the House. Mr. Page Croft charged Mr. Bryce with a neglect of Imperial interests in the negotiations, and urged that he should be promoted to some other sphere of usefulness; but the Foreign Secretary, like Mr. Asquith himself, declared that the Ambassador at Washington had in the whole of his dealings with the Canadian Government rendered the greatest Imperial service. His defence of Mr. Bryce was thorough, and was cheered heartily by the Liberals, who cherish for that scholar and statesman a warm personal esteem. The future plans of the Government have continued to excite curiosity and inquiry. On being asked if they still intended to pass a Reform Bill through all its stages this year, the Prime Minister curtly replied that there had been no change in their intentions. On the other hand, when urged by a deputation of Members to introduce Scottish Home Rule next session, Mr. Asquith, while expressing his determination to proceed with devolution, refused to give a specific pledge as regards time. Already the programme is prodigious.

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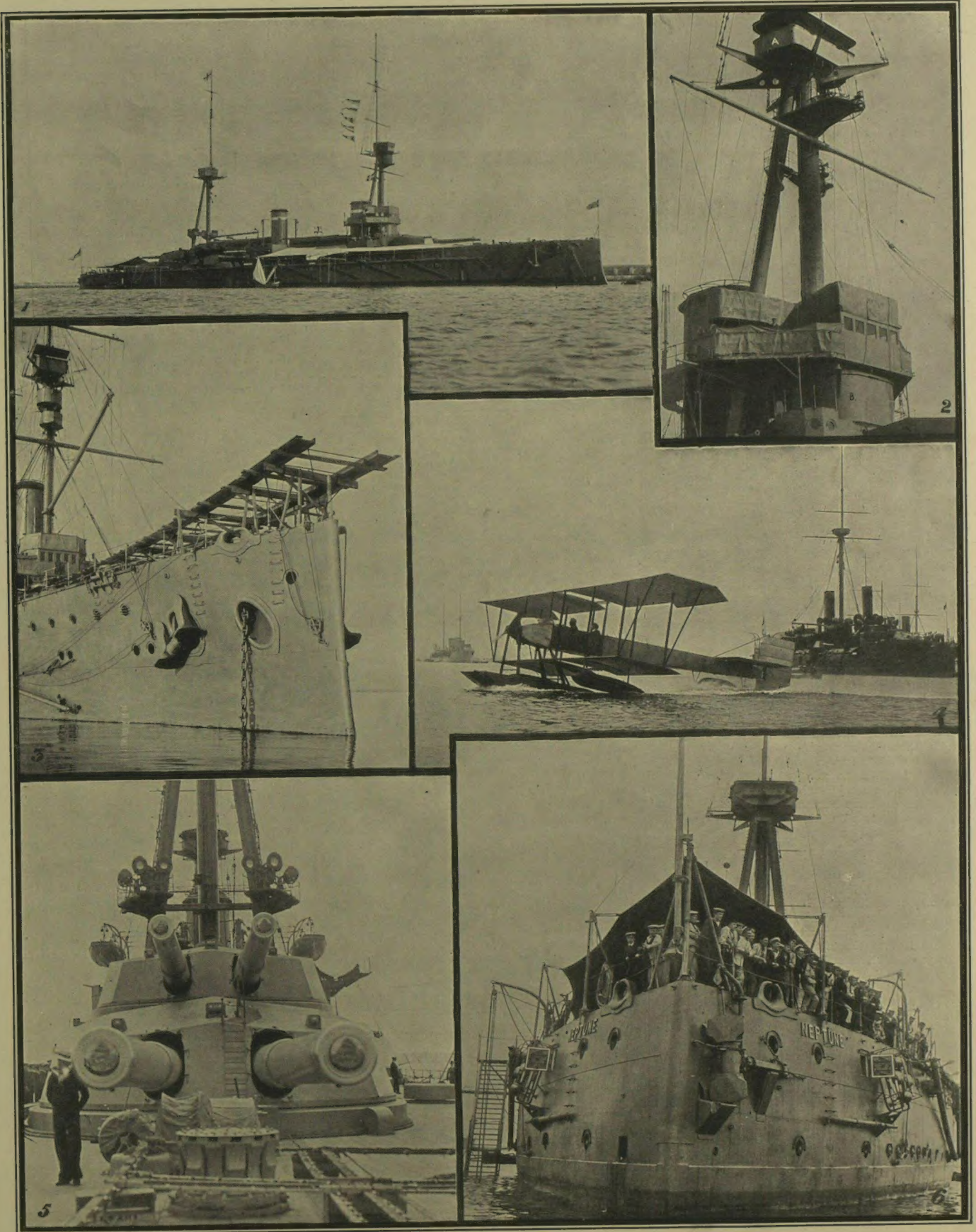
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NAVAL "WAR" BEFORE THE KING: FLAG-SHIP AND "AEROPLANE-SHIP."

PHOTOGRAPHS BY C.N. AND CHIDB.



1. THE SHIP KING GEORGE WAS ABOARD DURING HIS VISIT TO THE FLEET: THE BATTLE-SHIP "NEPTUNE," FLAG-SHIP OF ADMIRAL CALLAGHAN.

3. FITTED WITH A LAUNCHING-PLATFORM FOR THE AEROPLANES OF NAVAL AIRMEN: THE SPECIAL ARRANGEMENT OF THE DECK OF THE "HIBERNIA," AT WEYMOUTH.

5. SHOWING THE FOUR 12-INCH GUNS AFT AND THE NEW TRIPLE SEARCHLIGHTS ON A TRIPOD MAST: ABOARD THE "NEPTUNE."

It was arranged that the King should be aboard the Fleet flag-ship, the battle-ship "Neptune," during his visit. With regard to No. 2 photograph it should be noted that it shows the fire-control top of the "Neptune," where the "spotting" apparatus, invented by Admiral Scott, is housed, from which the guns in the barbettes below are controlled. A is the

2. WHERE THE "SPOTTING" APPARATUS IS HOUSED: THE FIRE-CONTROL TOP OF THE "NEPTUNE."

4. PRACTISING FOR THE ROYAL VISIT: A NAVAL AIRMAN RETURNING TO HIS HANGAR IN A HYDRO-AEROPLANE. AFTER A SUCCESSFUL FLIGHT WITH A PASSENGER AT PORTLAND.

6. WATCHING A NAVAL HYDRO-AEROPLANE SKIMMING OVER THE WATER-AT PORTLAND: SAILORS OF THE "NEPTUNE" INTERESTED IN THE NEW ARM.

fire-control position, which is in communication with B, the armoured conning-tower, which, it will be seen, has "look-outs" at the top, with a large "eyepiece" in the centre. C marks the turrets, with 12-inch guns controlled from A. The "Neptune," completed last year at Portsmouth, has a normal displacement of 20,200 tons. She carries ten 12-inch guns.



BY G. K. CHESTERTON.

SOMETHING must really be done to stop the people who introduce non-contentious measures. Contentious measures, as disputed in Parliament, seem to me sometimes wise and patriotic, sometimes unwise and unpatriotic, sometimes futile and ignorant, like the debates about religious education. But the non-contentious measure is always execrably stupid and bad. The non-contentious measure makes the blood boil. When all the politicians are agreed "on the principle" of a Bill, we may be sure it is an unprincipled bill. Everything that makes it small and harmless for Parliament makes it very large and harmful for the public. It is passed with little debate, because the subject only interests the monomaniac who introduces the measure. It is passed with little heat or anger, because, by the very nature of these occasions, Parliament is dealing with something that it does not understand. It is passed without long and eloquent speeches, because it deals with crude, coarse details of non-political life, for which no political vocabulary yet exists. It is passed easily by the minority of Westminster, precisely because it deals hardly with the majority of England—precisely because it will not operate on those few public lives, but operate in millions, of private lives. For the same reason that they think it trivial, with a benefit, we shall find it important and a nuisance.

I do not know whether such proposals are quite as silly in Parliament as they are in the papers. But, according to the papers the following was what Mr. Ellis Griffiths said about his new Bill for extending the powers for the detention of inebriates. This is what he said; this, at least, is what some journalist said he said. To some human brain somewhere, at any rate, this piece of clotted nonsense was conceivable. "It is only when an inebriate refused methods of voluntary submission, or voluntary methods had been tried and failed, that compulsory methods could be put in force." This admirable sentence consists of two parts. The first part says, "You are free to choose tea, but if you do you shall have coffee." The second part says, "If you prefer coffee, and coffee does you no good when you prefer it—then you shall have more coffee even if you don't prefer it." If there really be any treatment by which inebriate inmates, voluntary or coerced, can even probably be cured, the above is a perfectly fair statement of this intelligent policy. There is a certain man with a certain malady—say, St. Vitus' Dance. There is a certain doctor with a certain treatment in which he believes—say, imprisonment in the coal-cellar. The doctor says to the patient, "I need hardly say you are free as the eagle of the mountains, but will you not of your own choice go into my coal-cellar and be cured?" If the patient says "No; I don't think it would cure me," the doctor replies, "Ahem, we now pass to the compulsory stage. You have just been luxuriating in an ecstatic liberty of choice, but as you have chosen not to go into the coal-cellar, in you shall go." Still more extraordinary is the situation in the other alternative. If the patient says "Yes," and goes into the coal-cellar, he is left there for such time as shall be supposed to test the experiment. Then he comes out again, still dancing, and

clearly not cured of St. Vitus at all. And what does the doctor do then? Why, that demented physician begins to dance about the garden too, calling out, "The coal-cellar has failed! The coal-cellar has failed! Now I can shove you in there by the scruff of the neck and shut you up there for ever."

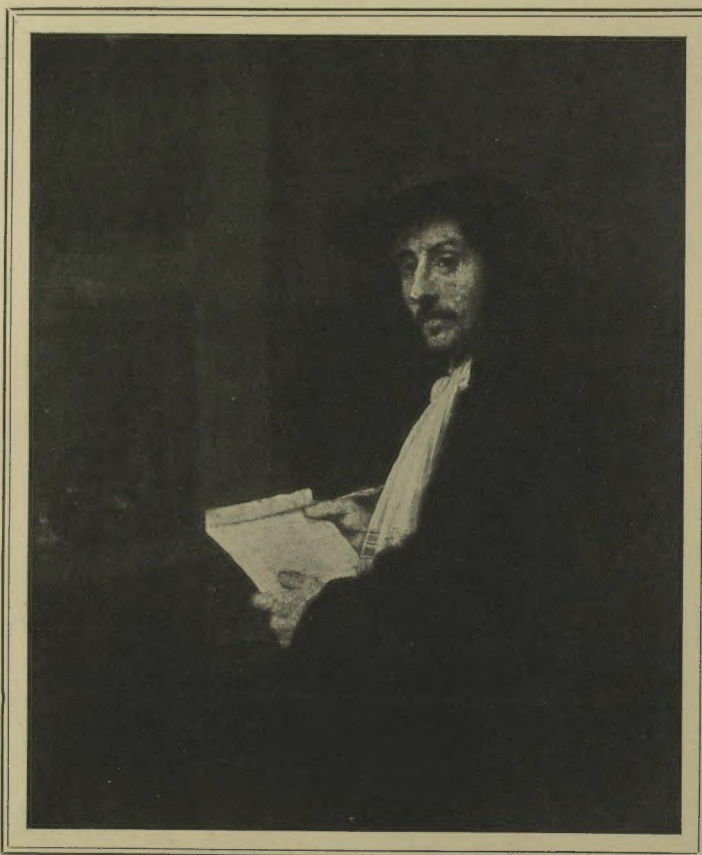
You would not think that this was a quite clear and literal embodiment of the actual legal proposal of an eminent Parliamentarian. But it is—if the report is correct: and that only transfers the mystery to the mind that controlled the newspaper. I do not see why this simple principle should not be applied to all sorts of other persons and occasions.

The thing as stated might be an arrangement made by inebriates and not for them. But it may be said that such a scheme, however crazy, cannot fairly be classed among those I have mentioned; the schemes which are so light at Westminster and so heavy in England. After all, it may be said, it may be maniacally illogical, but it will only affect maniacs. The true dipsomaniac (it may fairly be urged) must be extremely rare; and even unjust legislation will only be unjust to a very small and very unpleasant minority. This is true—or rather, this ought to be true. There ought to be no question at all about legal detention or medical cure except about the handful who really have a medical illness that might

lead to a legal offence. That is certainly the sound political theory. But the actual political practice will work quite differently. A man has not walked or talked or thought or breathed in the England of to-day if he does not know that it will work quite differently.

This Bill purposes to imprison inebriates by force even if they have not committed any offence. This Bill, if it is passed, will be used as hundreds of such things are used to-day—that is, it will be used so as to apply to as many poor people as possible. Real alcoholic mania is one of the most horrible and most exceptional of the works of devils in this world. But it is not so horrible as cruelty to children. It is not so exceptional as cruelty to children. And already, at this very moment, the law against cruelty to children is stretched to cover hundreds of people who have been admittedly quite kind to children. It has been stretched to cover the presence of dirt where there was an admitted absence of water. It has been stretched to cover the neglect of boots that could not be bought, and of health that had never been possible. Modern philanthropy has advanced beyond the narrow notions of the old religions. It does not clothe the naked, but punishes them for being unclad. It does not feed the hungry; it jails them for not feeding each other. And it is the horrid humour of the whole thing that the bewildered inspector or magistrate is yet often a kindly man merely trying to patch up an increasingly impossible situation.

Now, if this vast and vague expansion of a legal definition has been possible in the case of a thing so hideous and eccentric as child-torture, what may not be done with a matter so much more doubtful and excusable as the abuse of fermented liquor? The word "inebriate" might cover a thousand grades of self-indulgence, from the man who exaggerates incidental festivities to the man who sets out to drown very genuine sorrows. Anyone who knows our distracted and almost desperate modern philanthropy must know how the rule will be applied. It will be applied to anyone whom plutocrats think a nuisance, to anyone whom scientists think a problem—nay, to anyone whom kind-hearted amateurs think a difficult but not undeserving case. The treatment (whatever it is) will cover more and more cases of casual and miscellaneous Englishmen. By the very words of the proposal, there need be no *prima facie* case of the man's criminality. The treatment will be tried forcibly if it is unpopular. And it will be established finally if it is unsuccessful.



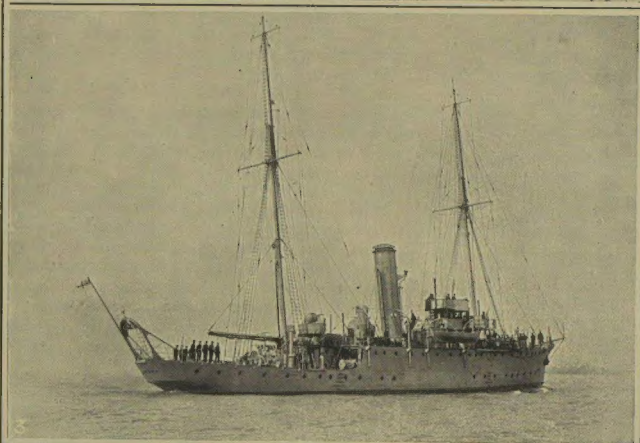
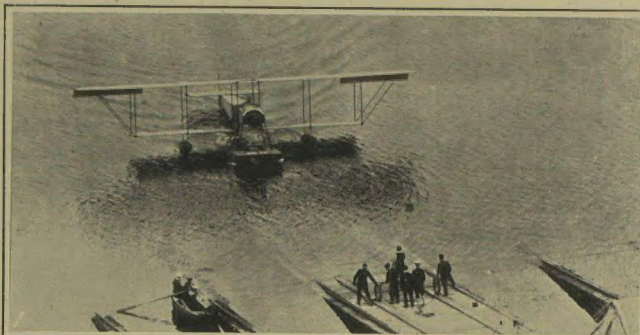
THE LATEST MASTERPIECE TO CROSS THE ATLANTIC: REMBRANDT'S "THE DUTCH MERCHANT," SOLD BY LORD FEVERSHAM TO MR. H. C. FRICK FOR ABOUT £50,000.

It was recently announced that the Earl of Feversham has sold his famous painting by Rembrandt, "The Dutch Merchant," to Mr. H. C. Frick, of New York, for, approximately, £50,000. The picture dates from 1659, and has been in the possession of Lord Feversham's family for about 160 years. In 1899 it was shown at the Rembrandt Exhibition at Burlington House. The merchant is dressed in a coat of dull dark blue, with a white scarf red at the ends, and a brown hat with a red band. Rembrandt's signature is on the right arm of the chair. Mr. H. C. Frick, the new owner of the picture, possesses one of the choicest collections in the United States. He has two other works by the same master, one Rembrandt's portrait of himself painted in 1658, which was bought from Lord Lichester; and a portrait of a young man, dated 1647, formerly at Castle Howard. Mr. Frick also has pictures by Franz Hals, Hobbema, Cuyper, Johannes Vermeer, Van Dyck, Sir Joshua Reynolds, Gainsborough, Romney, and Sir Thomas Lawrence.

Thus a surgeon should cut off a left leg only with the patient's consent; but if he did it badly he might be allowed to cut off the right leg without the patient's consent. A photographer must first persuade you that he can produce a good likeness; but if he produces a bad likeness, he can strap you in your chair and go on photographing you by force and violence. If a captain can sail a ship, he must get free seamen to help him for wages; but if it be clearly proved that he can't sail a ship, then he gains a sort of diploma permitting him to force anybody on board by a press-gang.

The Ruling of the Sea—by Air - Craft, War - Ship, and Liner.

PHOTOGRAPHS BY C.N., CRIBB, SILK, AND ILLUS. BUREAU.

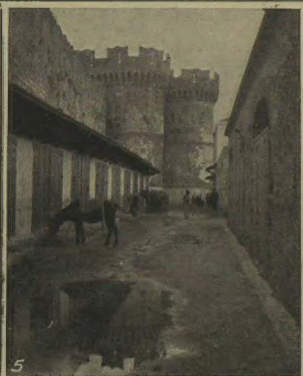
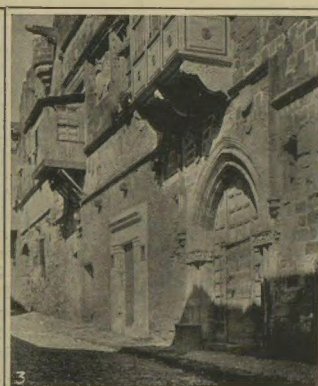


1. PRACTISING FOR FLIGHTS OVER THE SEA DURING THE KING'S VISIT TO HIS FLEET: A NAVAL HYDROPLANE AT WEYMOUTH.
3. MOTHER OF UNDER-WATER CRAFT: THE NEW SUBMARINE DEPÔT-SHIP "ADAMANT."

2. PERFECT HANDLING: TORPEDO-BOTS CONCENTRATING FOR A COMBINED ATTACK.
4. REALISTIC DRILL: LOWERING A LIFE-BOAT OF A GERMAN LINER WITH WOMEN AND CHILDREN ABOARD.

It was arranged that flights by naval airmen should be a feature of the manœuvres before the King. With regard to the "Adamant," it should be said that she arrived at Portsmouth the other day. She is a submarine depôt-ship and practically a floating workshop.

Occupied by Italy: The Island of Rhodes, of the Colossus, and "F.E.R.T."



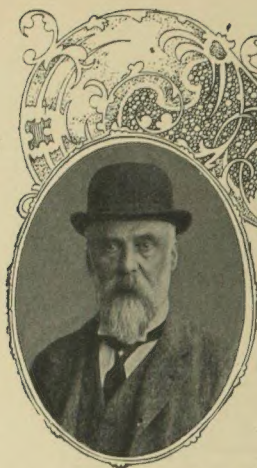
1. WITH SCULPTURE ABOVE IT AND TURKISH SENTRY-BOX AT ITS SIDE: A GATEWAY OF THE CITY.
4. A VIEW WHICH, ONCE SEEN, IS NOT EASILY FORGOTTEN: THE HARBOUR AND WALLS OF THE CITY.

2. A PICTURESQUE CORNER IN ONE OF THE MOST PICTURESQUE OF EASTERN EUROPEAN CITIES: A STREET, WITH SHOPS IN EVIDENCE.
5. PART OF THE FORTIFICATIONS: A GATEWAY AND WALLS.

3. A RELIC OF THE KNIGHTLY DAYS OF OLD: THE STRADA DEI CAVALIERI.
6. SEEN THROUGH AN ARCHWAY IN THE CITY WALLS: THE HARBOUR.

It was officially announced in the Chamber of Deputies in Rome, on May 4, that the Italians had occupied the Island of Rhodes, and had landed troops there under the command of General Ameglio. Rhodes is best known, of course, in connection with one of the Seven Wonders of the world—the Colossus, wrought by Chares of Lindus about 290 B.C. It may be recalled, as

the "Telegraph" pointed out, that if "F.E.R.T.," the mysterious alphabetical symbol of the dynasty of Savoy, which has been a puzzle for ages, and is believed to have been won in 1311 by a Duke of Savoy, really stands for "Fortitudo Ejus Rhodum Tenuit" (His valour held Rhodes), there is a special romantic significance in the Italian descent upon the island.



PORTRAITS AND PERSONAL NOTES.

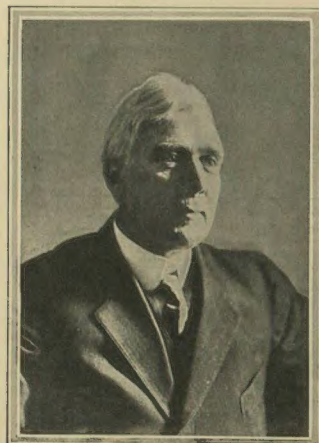
MR. Alfred Young Nutt, whose retirement was recently announced, has served for forty-four years at Windsor Castle, where he was resident architect. He designed the Annexe at Westminster Abbey for the Coronations of King Edward and King George, also the picturesque steps leading from the terrace at Windsor to the Green Walk. He is very much liked by the Royal Family.

Photo, G.P.U.

MR. A. Y. NUTT,
Who has Resigned his Post as Resident
Architect of Windsor Castle.

General Lyautey, who was recently appointed the first French Resident-General in Morocco, was previously in command of the Tenth Army Corps at Rennes. He was born at Nancy in 1854, and twenty years ago he was in Indo-China; later he served in Madagascar. From 1908 to 1911 he was High Commissioner on the Algero-Moroccan frontier, and conducted a successful campaign against the Beni Snassen.

Senator Smith, who represents Michigan in the U.S. Second Chamber, has had an interesting career, and is entirely a self-made man. He began life as a newsboy, and at twenty (in 1879) entered the Michigan House of Representatives. In 1883 he was called to the Bar, and twelve years later was elected to Congress. He has been a Senator five years, and is on the Merchant Marine Committee.

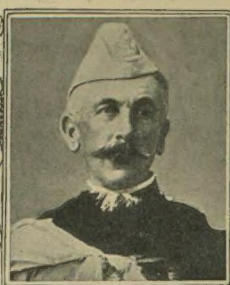


Photo, L.N.A.

SENATOR WILLIAM ALDEN SMITH,
Who conducted the Senatorial Inquiry into the
"Titanic" Disaster in New York and Washington—
a recent portrait.

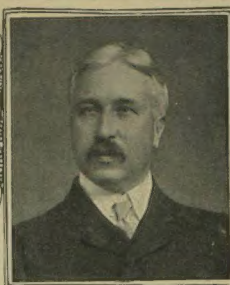
Mersey was at one time well known as Mr. Justice Bigham, and was President of the Probate, Divorce, and Admiralty Division of the High Court in 1909 and 1910. His son, Captain the Hon. Charles Clive Bigham, is acting as his secretary at the *Titanic* Inquiry.

Captain Arthur Wellesley Clarke is an Elder Brother of Trinity House, and in that capacity has acted as a Trinity Master in the Admiralty Court for the past fourteen years. He is a member of the Port of London Authority, and served on the Departmental Committee on the Supply and Training of British Boy Seamen for the Mercantile Marine. Of the other four Assessors in the *Titanic* Inquiry, Prof. J. H. Biles holds the Chair of



Photo, Transp.

GENERAL LYAUTEY,
Appointed the first French Resident-
General in Morocco.



Photo, Elliott and Fry.

SIR THOMAS TAIT,
The new President of the Grand
Trunk Railway.

Naval Architecture at Glasgow, and is a leading authority on ship-construction, with much practical experience. Rear-Admiral the Hon. S. A.



Photo, Illus. Bureau.

NAVAL AIRMEN SELECTED TO FLY BEFORE THE KING AT WEYMOUTH: COMMANDER SAMSON, CAPTAIN GERRARD, AND LIEUTENANT REGINALD GREGORY.
The officers are seen in a motor-car behind the chauffeur. On the left in the photograph is Commander Samson (with beard), Captain Gerrard is in the middle, and Lieut. Gregory on the right.

Gough-Calthorpe, son of General Lord Calthorpe, has had a distinguished career in the Navy. Commander Fitzhugh C. A. Lyon, who was formerly in the Navy, has acted as assessor in many marine inquiries. Mr. E. C. Chaston, who



Photo, Bassano.

LORD MERSEY,
Presiding, as Wreck Commissioner, over the British Court
of Inquiry into the "Titanic" Disaster.

hails from Newcastle-on-Tyne, has had experience at a port that has always been deeply concerned in the question of life-saving at sea.

It will be remembered that the late President of the Grand Trunk Railway, Mr. Charles M. Hays, was among the victims of the *Titanic* disaster. His successor, Sir Thomas Tait, is a son of the late Sir Melbourne Tait, of Montreal, Chief Justice of the Superior Court of the Province of Quebec. Sir Thomas has held various important posts in the Grand Trunk and Canadian Pacific Railway Companies. In 1903 he was Chairman of the Commissioners of the Victorian State Railways in Australia.

Dr. Stubbs, the late Bishop of Truro, was appointed to that see on the death of Dr. Gott in 1906. The late Bishop was a native of Liverpool. From 1893 to 1906 he was Dean of Ely. A Christian Socialist of the type of Charles Kingsley, he expressed his views on social questions in numerous well-known books.

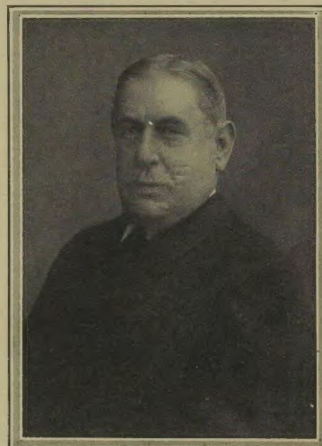
Only a few months ago, when Mr. Grahame White flew over the Fleet at Torbay in the King's presence, not a single naval officer held a pilot's certificate. Now there are over twenty thus qualified, of whom four were selected to exhibit their powers before his Majesty this week at Weymouth in aeroplanes of various types. Before the actual review, Commander Samson made some brilliant practice flights at Portland in a hydroplane, as a demonstration of aerial scouting at sea. Lieutenant Gregory also made some experimental flights over the Fleet. The other two selected officers were Captain E. L. Gerrard, of the Marines, and Lieutenant A. M. Longmore, who arranged to fly before the King in a Deperdussin and a Nieuport machine respectively.

Opinions differed early in the week as to the correctness of the rumour that Baron Marschall von Bieberstein, German Ambassador at Constantinople, who recently reached Berlin, was to take Count Metternich's place at the German Embassy in London. The Baron is a native of Baden, and is over seventy. He was Foreign Secretary when the Kaiser sent his historic telegram to President Kruger. In 1907, he was first German delegate at the second Hague Conference.



Photo, Argall.

THE LATE RIGHT REV. CHARLES WILLIAM STUBBS,
Bishop of Truro.



Photo, Bieber.

BARON MARSCHALL VON BIEBERSTEIN,
Who, it was lately rumoured, would be appointed
German Ambassador in London.



Photo, Elliott and Fry.

CAPTAIN ARTHUR WELLESLEY CLARKE,
An Assessor in the "Titanic" Inquiry.



Photo, Lafayette, Dublin.

PROF. J. H. BILES, M.I.C.E., etc.,
An Assessor in the "Titanic" Inquiry.



Photo, Illus. Bureau.

COMMANDER F. C. LYON, R.N.R.,
An Assessor in the "Titanic" Inquiry.



Photo, Illus. Bureau.

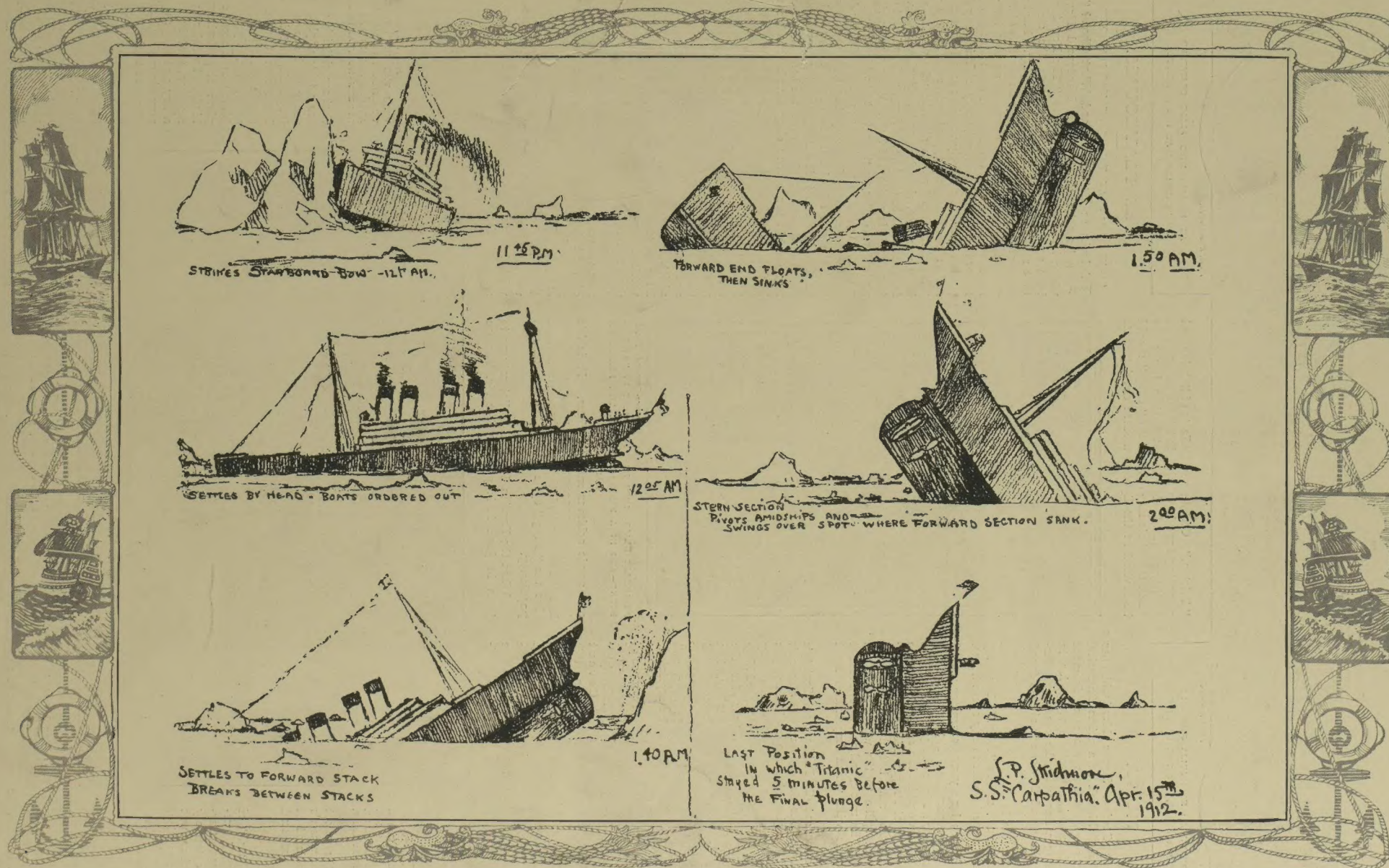
MR. E. C. CHASTON,
An Assessor in the "Titanic" Inquiry.



Photo, Lafayette.

REAR-ADMIRAL THE HON. S. A. GOUGH-CALTHORPE,
An Assessor in the "Titanic" Inquiry.

MADE BY A SURVIVOR, ON AN OVERTURNED COLLAPSIBLE BOAT, AS THE "TITANIC" WAS SINKING.



SHOWING THE LINER BREAKING IN TWO: SKETCHES OF THE STAGES OF THE SINKING OF THE "TITANIC" MADE BY MR. JOHN B. THAYER JUN., WHILE HE WAS ON ONE OF THE VESSEL'S COLLAPSIBLE BOATS, AND FILLED IN BY MR. L. P. SKIDMORE, ON THE "CARPATHIA" IMMEDIATELY AFTER THE RESCUE OF THE SURVIVORS.

We publish here, by courtesy of the "New York Herald," remarkable drawings of the end of the "Titanic." They are of very special interest in that they show the stages of the sinking of the liner sketched by Mr. John B. Thayer jun., while he was actually on one of the vessel's overturned collapsible boats after the disaster, and, particularly, inasmuch as they show that the liner broke in two before disappearing beneath the waters. The sketches were filled in by Mr. L. P. Skidmore, of Brooklyn, on the "Carpathia" immediately after the picking up of the survivors from the "Titanic's" boats. It will be noted that Mr. Thayer names and describes

his drawings as follows: "11.45 p.m. Strikes starboard bow, 12 feet aft—12.5 a.m. Settles by head. Boats ordered out—1.40 a.m. Settles to forward stack. Breaks between stacks—1.50 a.m. Forward end floats, then sinks—2 a.m. Stern section pivots amidships and swings over spot where forward section sank—Last position in which 'Titanic' stayed five minutes before the final plunge." Mr. Thayer is the son of the second Vice-President of the Pennsylvania Railway, Mr. John B. Thayer sen., who was a victim of the disaster. The latter's wife and her maid were saved.



AS PERIWINKLE: MISS JULIA JAMES IN
"IMPROPER PETER," AT THE GARRICK.



"A PAINTER'S STUDIO."—END OF XIXTH CENTURY. From an old print.



AS EMILIA: MISS ALICE CRAWFORD
IN "OTHELLO," AT HIS MAJESTY'S.

MUSIC.

AT Covent Garden, Signor Martinelli has established himself as a prime favourite, and the comparisons with Caruso are more frequent than before. Certainly he is a great discovery, for, in addition to possessing a fine voice, he has a considerable knowledge of music, and this is not always found among popular singers. He will be heard in Wolf-Ferrari's "Jewels of the Madonna," which is now in the last stage of rehearsal, and in "Aida." They say his Radames is worth a special visit to any opera house.

"Conchita," the work by a young composer named Zandonai, is also in preparation. It has a Spanish setting, being founded on Pierre Loti's novel, "La Femme et le Pantin." Conchita is a *cigarrera*, like the still more famous heroine of Prosper Mérimée. Signor Zandonai is quite a young man, but, five years ago, in Milan, Signor Ricordi spoke to the writer about the quality and promise of his music, and now he is counted among the composers with whom impresarios must reckon.

Special interest attaches to the Philharmonic Society's next concert on May 23, for not only will Beethoven's "Choral Symphony" be given, but the original analysis written by Richard Wagner for the Society, when he conducted the Symphony in 1855, will be reprinted.

Apropos of the revival of "Meisfofele" at Covent Garden this season and the redressing and remounting of the opera, there is an interest-



AS MOLLIE BLAIR: MISS MARIE TEMPEST IN "AT THE BARN"—AND IN A PANIER DRESS—AT THE PRINCE OF WALES'S.

and scenic achievements elsewhere. It is felt that the stage-management that made productions like "The Miracle" things to wonder at, would give the "Ring" cycle a fresh lease of life and popularity.

When the Russian Imperial Ballet returns to town in June it is possible that Mr. Thomas

THE PLAYHOUSES.

"LOVE—AND WHAT THEN?" AT THE PLAYHOUSE.

IT looks as if "Love—and What Then?" were a 'prentice effort of Mr. Macdonald Hastings's, which had been written before "The New Sin," and been accepted for the Playhouse on the strength of that really clever and far superior play. For here the author shows himself diffuse and uncertain of his aim, and he appears unable to develop an idea that might have been worked up into an entertaining comedy. Eager to be unconventional, and yet lacking any definite point of view, he merely wanders round his theme and makes commonplace types, such as a bishop who is "broad-minded" and a girl-wife who wants to widen her experience, ridiculous and undignified. Mr. Hastings descends to the level of farce, and he is not exactly impeccable in matters of taste. When a playwright has no better idea for fun than that to which he resorts, of a bishop trying to soothe a squalling baby by doses of soda-water squirted from a syphon, it must be confessed that the new school can be as uninventive in humour as the old. Nor is it exactly a pretty spectacle we are called on to contemplate when the heroine of the play, impatient of her austere clergyman-husband, invites a young officer to kiss her his hardest, and arranges to meet him outside the vicarage late at night. The kisses, the wife's fancy-dress costume and red stockings, the cries of the baby, and the jolly old soul of a bishop, make up the play, which has some episodes



WITH THE ROMAN: MISS ETHEL WARWICK AS IRAS, WITH MR. REGINALD OWEN AS MESSALA, IN "BEN-HUR," AT DRURY LANE.

ing rumour to the effect that the veteran composer's "Nerone" is completed at last, and will be produced next year.

Down to the time of writing, the "Ring" performances at Covent Garden have been extremely good. Dr. Rottenburg was placed in a difficult position, for "what shall he do that cometh after the King?"; but he has proved his intimacy with the complicated scores, he has helped the singers, and has not gone out of his way to be original. It has been conceded on every side that, as far as it was possible to find a substitute for Dr. Richter, the management has succeeded. Mlle. Gertrude Kappel has filled the terribly exacting role of Brunnhilde with success, vocal and dramatic. Mme. Saltmann-Stevens has been heard to great advantage as Sieglinde, and also as Isolde in



"JELF'S," AT WYNDHAM'S: THE GOVERNOR OF THE BANK OF ENGLAND AND A BOOKMAKER STOP THE RUN ON THE BANK. The run on Jelf's is brought to an end chiefly by the intervention of the Governor of the Bank of England and by a speech made in the midst of the clamouring crowd at the counter by a bookmaker, a customer of the bank.

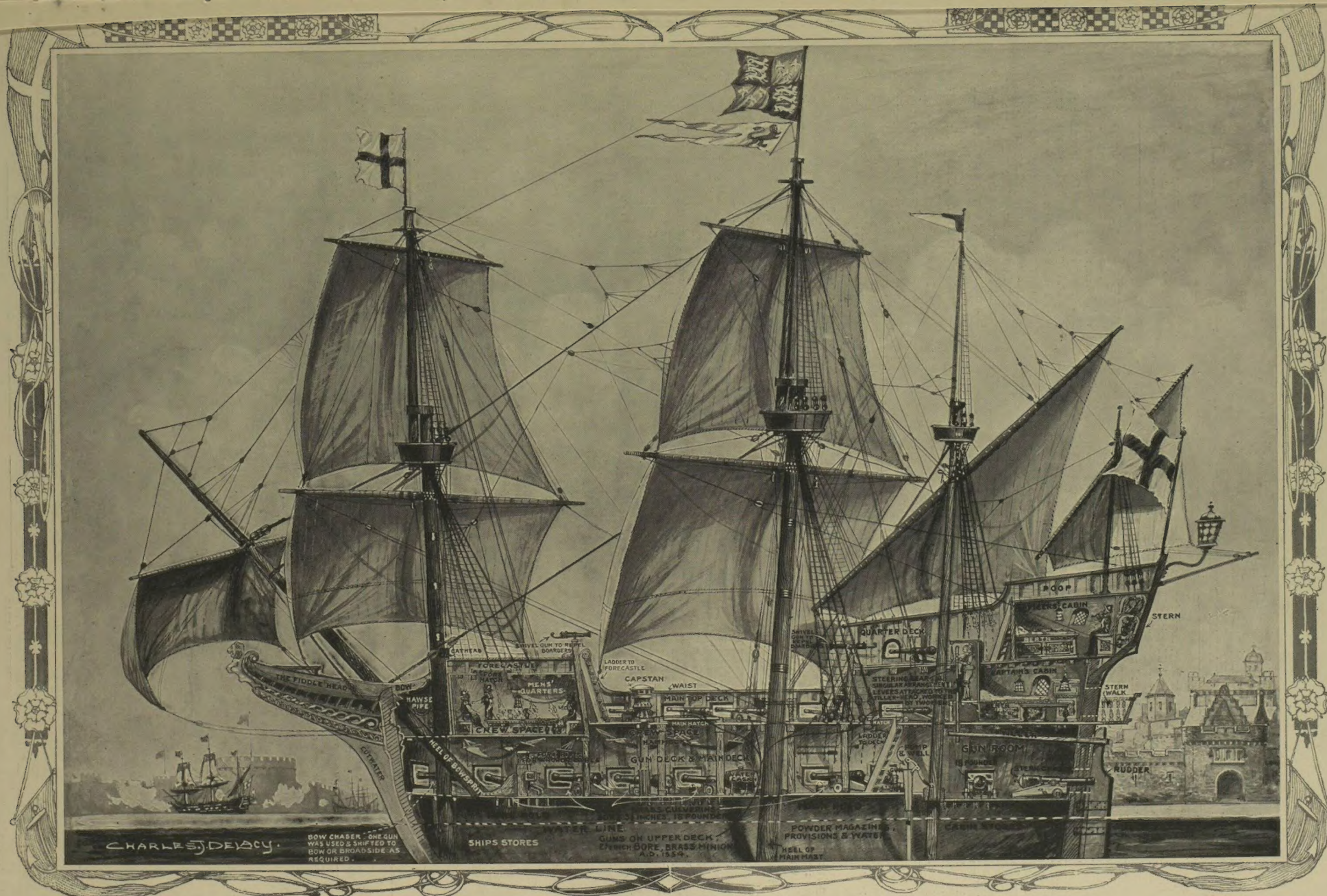
Beecham, who introduced it to London, at a very great personal expense, will be one of the conductors, perhaps the sole conductor. It will be remembered that Mr. Beecham is now one of the directors of the Grand Opera Syndicate.

ables us soon to forget all about those kisses. For the rest, Mr. Gayer Mackay is appropriately solemn as the clergyman husband, and Miss Frances Ivor is highly amusing in the character of the parson's mother-in-law.

[Other Play-house Notes elsewhere in the Number.]



WITH THE JEW: MISS ETHEL WARWICK AS IRAS, WITH MR. ARTHUR WONTNER AS BEN-HUR, IN "BEN-HUR," AT DRURY LANE.



1. IN GENERAL CONSTRUCTION OF HULL AND IN INTERNAL ECONOMY LIKE THE "REVENGE"; A MODEL OF A SEVENTEENTH CENTURY BATTLE-SHIP (IN THE POSSESSION OF MR. SEYMOUR LUCAS).

2 and 3. ABOUT TWICE THE SIZE OF THE "REVENGE," BUT OF THE SAME PERIOD; A FRENCH BATTLE-SHIP OF THE SIXTEENTH CENTURY. (FROM ILLUSTRATIONS IN THE LOUVRE.)

It was arranged that the "Shakespeare's England" Exhibition, at Earl's Court, should be opened to the public on Thursday, May 9, and that the formal opening should take place on the following Saturday. We illustrate on this page one of the "show's" great attractions. There are, of course, numerous others, including a reconstruction of the Globe Theatre of Shakespeare's day in which plays by the Master will be given. A great feature is to be made of a mediæval tournament, which will take place towards the end

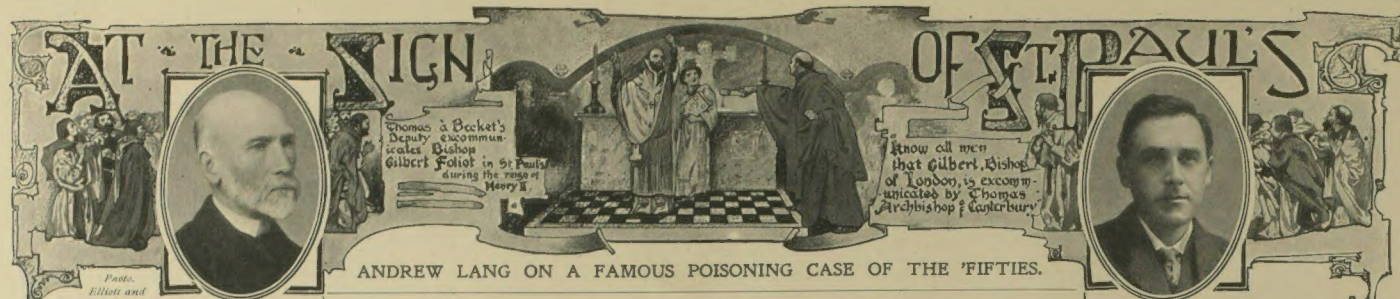
4. THE "REVENGE" OF "SHAKESPEARE'S ENGLAND," AT EARL'S COURT; THE WORKING DRAWING FOR THE RECONSTRUCTION OF THE SHIP, WHICH IS A SPECIAL FEATURE OF THE EXHIBITION.

5. USED TO GIVE DECORATIVE DETAIL FOR THE "REVENGE" AT EARL'S COURT; A CONTEMPORARY PRINT OF A SHIP COMMANDED BY LORD HOWARD OF EFFINGHAM.

6. FROM A PICTURE IN THE STATE MUSEUM, AMSTERDAM; AN ELIZABETHAN BATTLE-SHIP.

7. "A PART OF NO MAN: SHE SAW MANY CAPTAINS AND MORE TRIUMPHS THAN ONE"; THE "REVENGE," WHICH SAILED UNDER SIR FRANCIS DRAKE AND UNDER SIR RICHARD GRENVILLE—THE RECONSTRUCTION AT THE EARL'S COURT EXHIBITION, "SHAKESPEARE'S ENGLAND" (IN SECTION).

of July. Tilting will be carried out under the rules for jousts made, in 1466, by John, Earl of Worcester, Constable of England. Amongst the armoured knights who will appear in the lists will be the Duke of Marlborough, Lord Willoughby de Broke, Viscount Crichton, the Earl of Craven, Lord Tweedmouth, and Lord Ashby St. Ledgers. The Queen of Beauty will be Viscountess Curzon. The tournament will be held on one evening only, in the Empress Hall, arranged to represent the courtyard of Warwick Castle.



ANDREW LANG ON A FAMOUS POISONING CASE OF THE 'FIFTIES.

PAULS.
ELLITT and
Jr.
SURGEON-GEN. SIR A. D. HOME, V.C.,
Whose "Service Memories" has been
published by Mr. Edward Arnold.

WE all, when
we are moved
by some strange
criminal case,

interest ourselves in the question of circumstantial evidence. A famous case of old (1855) was that of Palmer of Rugeley, the poisoner. In a series of English Trials or *causes célèbres*, following on a Scottish series, Messrs. Hodge publish the case of Palmer with evidence, speeches, and an excellent Introduction. The affair is also handled in the new edition of "Wills on Circumstantial Evidence," edited by Sir Alfred Wills, the learned son of the learned author. Palmer's case is thoroughly unromantic; all concerned are most undesirable persons, many of them more or less connected with the Turf. Palmer, once a physician, and his victim, Cook (a common sample of the young sporting fool with a few thousands to waste) were familiar objects at every race-meeting, owned and ran horses, and were naturally in very low financial water. Their connection with the Turf made them notorious; and the cool brutality and cunning of the criminal (for it does not seem even now to be quite certainly understood *how* he poisoned Cook), with the extraordinary varieties of medical evidence, increased the public excitement.

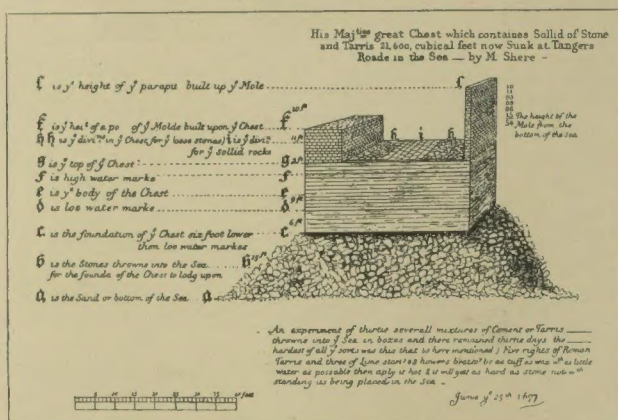
Science, some sixty years ago, knew little about poisoning by strychnia; no strychnia was found in the deceased, and Palmer steadily denied that he poisoned Cook with strychnia. He seems also to have used antimony, but the symptoms of tetanus, which is strychnia's, were conspicuous in the victim. Palmer's record was not pretty in any moral aspect. His relations with the sex were far from honourable. He went to church too much; he overdid it, for a betting man. He had borrowed £20,000 in bills at sixty per cent.—and forged his mother's name to all the bills. He had also insured his brother's life for £13,000, and his brother happened to die very conveniently in August, 1855. But the insurance office declined to pay; the holder of the bills issued writs against Palmer and his mother (to whom,

poor lady, the bills were wholly unknown), and, just at this nick of time, a mare of Cook's won a race at Shrewsbury (November 23) and Cook landed nearly £3000. Cook's hour had struck: he was always in Palmer's company; he took drink of various sorts from Palmer's hand, and was instantly in agony; he took pills from Palmer's hand, and he died in great agony on November 20. On the evening of his lucky day, Cook took a glass of brandy and water from

Palmer, was violently ill, and said that "Palmer had dosed him." Yet he went on allowing Palmer to dose him, though occasionally he made remonstrances.

On November 15, as often as he took coffee and broth from his friend, Cook was in agonies. On November 19, in the evening, Palmer, who had been in London all day, handed to Cook pills from a box sent by Cook's doctor, a man over eighty years of age. Instantly symptoms of tetanus—jerking and twisting—set in violently. The pills were of morphine, Palmer got at them and, presumably, exchanged for them pills of strychnia. On the last time, Cook died. His betting book could not be found; trust Palmer for that!

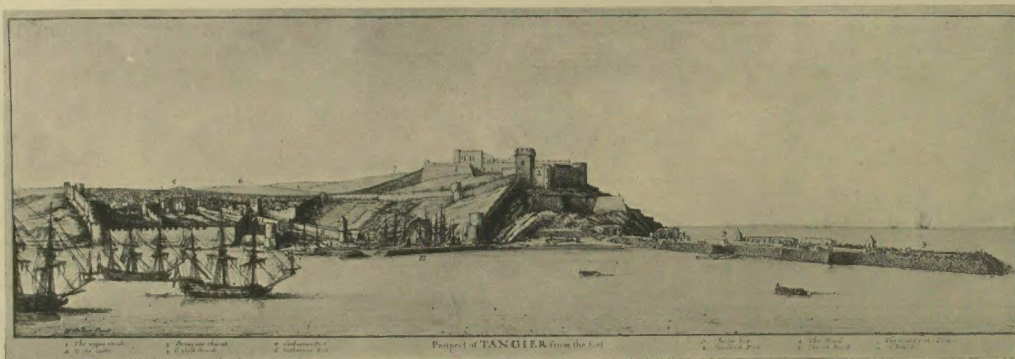
MR. W. F. TAYLOR,
Whose "History of the Charterhouse"
is announced by Messrs. Dent.



SEVENTEENTH CENTURY HARBOUR-WORKS AT ENGLAND'S LOST NAVAL BASE IN MOROCCO: THE CHEST METHOD OF CONSTRUCTING THE MOLE AT TANGIER.

During the English occupation of Tangier, from 1662 to 1684, a great mole was constructed in the harbour, but afterwards demolished. It was begun by Sir Hugh Cholmley in 1663 and continued by Sir Henry Shere, whose method was to sink great wooden chests filled with stones and cement, and weighing from 500 to 2000 tons.

From "Tangier: England's Last Atlantic Outpost."



AS IT APPEARED TO SAMUEL PEPYS IN 1683: TANGIER FROM THE EAST.

"When Samuel Pepys came to Tangier in 1683, he had hardly a good word to say for it. . . . The only two things which made a real impression on his mind were Lady Mary Kirke and a large spider." Pepys became Secretary for the Navy in 1673. The buildings and places numbered in the drawing are: 1. The Upper Castle; 2. York Castle; 3. Portuguese Church; 4. English Church; 5. Catherine Port; 6. Catherine Port; 7. Charles Fort; 8. Sandwich Port; 9. The Mould (Mole); 10. The Old Mould; 11. The Ascent to the Town; 12. Coal-yard.

From "Tangier: England's Last Atlantic Outpost, 1661-1684," by E. M. G. Routh. Illustrations reproduced by courtesy of the Publisher, Mr. John Murray. (See Review on "Literature" Page.)



AS IT WAS IN 1689: TANGIER, WITH YORK CASTLE, FROM THE SOUTH-EAST.

"On rising ground at the head of the Mole, stood a fortified building called York Castle, in honour of the Duke, which was used as a magazine." The numbers indicate: 1. York Castle; 2. Old Parade; 3. The Mould (Mole); 4. English Church; 5. Portuguese Church; 6. The Straits; 7. C. of Gibraltar; 8. Teriffa (Tarifa).

From "Tangier: England's Last Atlantic Outpost."



AS IT IS TO-DAY: TANGIER—FROM THE SOUTH-EAST, SHOWING PART OF THE ANCIENT WALL.

"This photograph shows a part of the old wall of York Castle and the site of the head of the Mole." Tangier came into the possession of England in 1662 as part of the dowry of Charles the Second's wife, Catherine of Braganza. It was evacuated in 1684, the works and defences being first destroyed.

From "Tangier: England's Last Atlantic Outpost."

THE COMMAND PICTURE OF THE CORONATION: STUDIES FOR THE WORK.



1. A STUDY FOR THE OFFICIAL PAINTING OF THE CORONATION OF KING GEORGE AND QUEEN MARY: THE CORONATION CHAIR, AND THE "BACKGROUND" OF MR. BACON'S PICTURE.
2. A TRAIN-BEARER TO QUEEN MARY: LADY EILEEN KNOX.

3. A TRAIN-BEARER TO QUEEN MARY: A STUDY OF LADY MABEL OGILVY.
4. THE BEARER OF THE SWORD OF STATE: A STUDY OF LORD BEAUCHAMP.

5. A TRAIN-BEARER TO QUEEN MARY: A STUDY OF LADY MARY DAWSON.
6. LORD GREAT CHAMBERLAIN FOR THE REIGN OF KING GEORGE V.: LORD CARRINGTON.

One of the features of the present exhibition at the Royal Academy is, of course, the command picture of the Coronation of King George and Queen Mary, by Mr. John H. F. Bacon, A.R.A., by whose courtesy we are able to reproduce the sketches shown above. Both the King and the Queen sat for Mr. Bacon, as did many scores of the other people shown on his canvas, which, it may not be out of place to note, measures 11 ft. by 18 ft. Mr. Bacon had a special place in the Abbey for the ceremony, behind the tombs of Aymer de Valence and Aveline of

Lancaster, on the north side of the Sacerarium and facing the Royal Box. Illustration No. 1, which is Mr. Bacon's beginning of the background of his work, shows the Coronation Chair in the foreground, and, to the left, under the Royal Box and seats for distinguished visitors, the foldstools before which the King and Queen sat while listening to the sermon. On the right, in the foreground, may be seen the edge of the dais on which the King received homage; and, in the background, seats for members of the House of Commons and, below, seats for Peers.



The Life-Boat and Its Story.

The tragic prominence given to the subject of life-saving from shipwreck by the greatest marine disaster in history, not to mention those of the *Oceana* and the *Delhi*, lends a poignant interest at the present time to such a book as "The Life-Boat and Its Story" (Sidgwick and Jackson), by Mr. Noël T. Methley. We learn from it, too, that in the past great shipping calamities have been the chief means

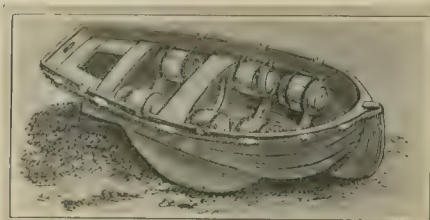
INVENTED BY A COACH-BUILDER OF LONG ACRE: LIONEL LUKIN'S INSUBMERSIBLE BOAT.

By Permission of Messrs. Macmillan and Co., Ltd.
"Lukin was a coach-builder in Long Acre, and he patented his principle in November 1785." The above are facsimiles of drawings in his book, published in 1790. The letters represent—*a*, cork; *b*, air-tight cases; and *E* and *F*, air-tight end cases.—[From "The Life-Boat and Its Story,"]

old drawings. The first life-boat was invented by a Frenchman, Monsieur Bernières, in 1765. Lukin's invention, in 1785, was not meant as a life-boat, but as a principle for boats in general.

African Empire

became first definite possibilities and then matters for subtle intrigue, it was the strategic position of Tangier that forced England into the attitude of inevitable antagonism that was in later years to fill Bismarck with such cynical satisfaction. "Kick Morocco a hundred miles out to sea," wrote Sir John Drummond Hay, greatest of our Ministers to the Court elevated by Allah, "and the sooner a European Power colonises her the better."



THE APPLICATION OF THE LIFE-BOAT PRINCIPLE TO ANY BOAT: CAPTAIN MANBY'S DEVICE, 1821.

By Permission of the Royal Humane Society.

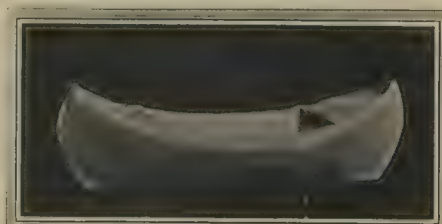
"Captain Manby, the famous inventor of the mortar apparatus, in 1821 . . . [suggested] a simple and inexpensive mode of giving to boats, of whatever size and construction, the principle of the life-boat."

From "The Life-Boat and Its Story."

A History of Tangier.

(See Illustrations on "At the Sign of St. Paul's" Page.)

It is a little late in the day to write a history of Tangier if the object of the writer be to influence the trend of British policy in North-West Africa. That policy is now at least eight years old, and is too strong to be uprooted. But the old town that stands almost at the junction of the Mediterranean with the Atlantic, and was for so many years

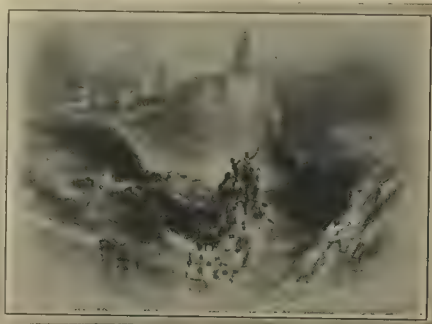


BY A CLAIMANT TO THE INVENTION OF THE LIFE-BOAT: WILLIAM WOULDHAVE'S TIN MODEL, 1789.

From "The Life-Boat and Its Work" (Clowes and Sons), by Permission of Sir John Cameron Lamb, C.B., C.M.G.

"There has always been considerable difference of opinion as to which of these two men [Wouldhave or Greathead] should really be credited with the invention of the life-boat."—[From "The Life-Boat and Its Story,"]

of giving an impetus to the improvement of life-saving appliances, and in this way, no doubt, some good will come out of evil in the case of the *Titanic*. "The history of the life-boat in England," writes Mr. Methley, "is, to a large extent, the history of a series of competitions. . . . A wreck on the Herd Sand [at the mouth of the Tyne] in 1789 was the inspiring cause of the first of these competitions, just as another wreck on the same bank brought about



FINALLY LOST ON THE BLACK MIDDENS: THE LIFE-BOAT "ORIGINAL," BUILT BY HENRY GREATHEAD.

From an Engraving by Finden.

"She was placed at the mouth of the Tyne. . . . On 30 Jan. 1790 . . . a vessel was again stranded on the Herd Sand . . . the 'Original' was launched, and brought the whole crew ashore in safety. She continued on the station until 1830, doing fine service, and was finally lost herself on the Black Middens."

From "The Life-Boat and Its Story," by Noël T. Methley, F.R.G.S. Reproduced by Courtesy of the Publishers, Messrs. Sidgwick and Jackson.

the pivot of Western Europe's Mediterranean policy, has held a place among the jewels of the English crown, and, had it been retained, the whole history of this country would in all human probability read differently to-day. A foolish and short-sighted policy gave it back to its Moorish masters, to the consequent confusion of our foreign policy. When, in the first half of last century, France, with vast outlay of blood and money, had acquired Algeria, and the dreams of a great North-



SELF-RIGHTED: THE CREW RE-ENTERING THE LIFE-BOAT AFTER CAPSIZING.

"Our illustrations are from photographs of capsizing trials made for purposes of demonstration. When the boat is completely overturned her draught of water is measured, and on her recovery the time is recorded which she occupies in freeing herself of water by means of the relieving tubes."

From "The Life-Boat and Its Story."

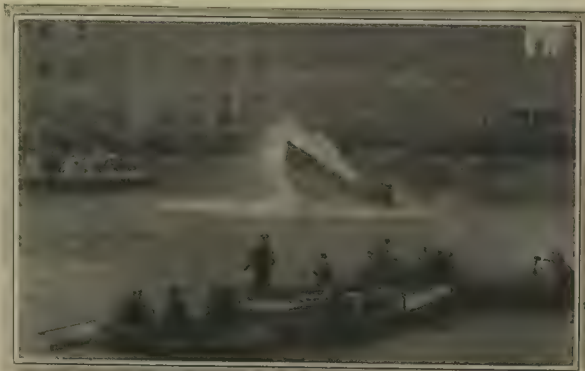


A WELL-ARRANGED "ACCIDENT": A LIFE-BOAT CAPSIZED—AS A TEST.

"Before she is sent to her coast station, she is put through . . . stringent tests. . . . After the Southport accident in 1886, when the two boats failed to right . . . the test was made severer still. Since then the boats have been expected to act up to their title ['self-righting'] with everything—crew, gear, masts, etc., aboard."

From "The Life-Boat and Its Story."

the great competition of 1850." The Royal National Life-Boat Institution was founded in 1824, the prime mover being Sir William Hilary. Twenty years later its activity had dwindled, but the wreck of the *Betsy* "roused public interest to such good effect that the movement was given an impetus which has never since failed to carry it forward." The subsequent success of the Institution was largely due to the fourth Duke of Northumberland, "the sailor Duke," who began by offering a prize of 100 guineas for an improved life-boat. Writing with full technical knowledge and with evident enthusiasm, Mr. Methley gives a most interesting account of the development of the special type of craft known as the life-boat, of its origins, and of the history and operations, not only of our own life-boat service, but of those of other countries. The book is illustrated with a large number of excellent photographs and some



PRACTISING FOR THE HOUR OF TRIAL: LAUNCHING THE LIFE-BOAT AT A LIFE-BOAT SATURDAY FUND DEMONSTRATION.

"The Life-Boat Saturday Fund was founded in 1891. . . . During the twenty years of its existence the Life-Boat Saturday Fund collected . . . £301,989 17s. 1d. . . . At the end of 1910 the . . . Fund . . . was merged in the Royal National Life-Boat Institution."

From "The Life-Boat and Its Story."

whose representative it was administered in strangest fashion, those who are interested may be recommended with confidence to a very carefully compiled volume, entitled "Tangier," written by Miss E. M. G. Routh, and published by John Murray. The author's research covers the period between 1661 and 1684 in most satisfactory fashion, utilising some of the official correspondence of the period preserved at the Public Record Office, and supplementing the information with extracts from many papers which now see the light in book form for the first time. Reproductions of the etchings, by W. Hollar, of portraits of late seventeenth-century worthies who managed, or mismanaged, English Moroccan interests, help some modern photographs to illustrate the volume admirably. The book should receive a hearty welcome from all students of this country's Mediterranean history.

Natural-Colour Photographs of Royal Academy Pictures.

TOGETHER WITH REPRODUCTIONS IN MONOTONE.



The Shower. Charles Sims, R.R.A.



A Spring Muse. Charles Sims, R.R.A.

These Reproductions are from Untouched Natural-Colour Photographs of the Originals.

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THE ROYAL ACADEMY, 1912: MOST NOTABLE EXHIBITS.



Harry Brittain, Esq. — William Orpen, R.A.



"The King of Spaine's Navy was Abroad." — J. Seymour Lucas, R.A.



The Lady Diana Manners as the Prado Infanta. — Sir P. Burne-Jones, Bt.



The Ballet Master. — Hilda Fearon.

Mr. J. Seymour Lucas's picture bears the following quotation from "Acts of the Privy Council, 1568," page 125: "15 June, apud Greenwich. Letters to the Lordes Lieutenantes of the several counties advertizing them that the Kinge of Spaine's navy was abroad, therefore they were commanded to have regard that the Captaines and leaders of the Bandes be not absent nor the enrolled soldiers out of the way."

THE ROYAL ACADEMY, 1912: MOST NOTABLE EXHIBITS.



*The Lord Alverstone, G.C.M.G., Lord Chief
Justice of England.—Hon. John Collier.*



*The Lord Avebury.—Sir H. von Herkomer,
R.A.*



*J. Bland-Sutton, Esq., F.R.C.S.
—Hon. John Collier.*



*Ramsay MacDonald, Esq., M.P.
—Solomon J. Solomon, R.A.*

A Great Associate's Impression of Pavlova's Greatest Dance.



La Mort du Cygne: Anna Pavlova.—John Lavery, R.R.A.

We were able to say last year that our Royal Academy Supplement marked a new development in the reproduction of exhibits at Burlington House. For the first time we were able to have paintings there photographed in their natural colours and to have colour-blocks made from those untouched photographs. In this Supplement and in the one which will appear in a later issue we have followed the same plan.

THE ROYAL ACADEMY, 1912: MOST NOTABLE EXHIBITS.



The Unknown.—J. E. Dollman.



The Song.—L. Campbell Taylor.



A Hostage.—E. Blair Leighton.



The Love Philtre.—John R. Isomax.



The First Performance of "The Merry Wives of Windsor."—Edgar Bundy.

Natural-Colour Photographs of Royal Academy Pictures.



Bredon, on the Avon.—Alfred Parsons, R.A.



A Norfolk Landscape.—Arnesby Brown, R.R.A.

CLOSED AFTER BOMBARDMENT BY ITALY; OPENED AFTER PRESSURE BY THE POWERS: THE DARDANELLES.

DRAWING BY LOUIS TRINQUIER.



STILL MINED EARLY IN MAY—THANKS TO THE NORTH WIND: THE DARDANELLES, MADE AN OBJECT OF ATTACK BY ITALIAN WAR-VESSELS.

It was announced on April 18 that Italian war-ships had bombarded the Dardanelles, and on the same day notification was given that the passage of the strait was closed. News of this fact caused comment in all European countries, with the result that the Powers brought pressure to bear, and Turkey consented to a reopening, deciding that the conditions as to navigation should be as they were before the 18th, but that the right should be reserved to close the strait again should necessity arise. On May 5 it was reported that, owing to the strong north wind which had been blowing for three days, it had not been possible to proceed with the removal of the mines in the Dardanelles, but it was hoped then that the strait would be cleared by the following Thursday. As we

remarked the other day, when dealing with the same subject, the Dardanelles, otherwise the Hellespont, is of great historic interest, as well as being the key of Constantinople and the Bosphorus. On its shores are the sites of ancient Sestos and Abydos. It was crossed by Xerxes in 480 B.C., and by Alexander the Great a hundred and forty-six years later. By its lower entrance is the mound called the Tomb of Patroclus, or the Tomb of Ajax, at the north end of the plain of Troy. It is not far from Hisarlik, the supposed site of the city of Priam. Its length is about forty-five miles; its average width from three to four miles. Photograph No. 1 shows the "Pisa" and the "Amalfi" engaged in the bombardment; photograph No. 2, the "Vittorio Emanuele."

SCIENCE AND

NATURAL HISTORY



SCIENCE JOTTINGS.

THE terrible calamity of the wreck of the *Titanic* will now, I suppose,

overshadow in our minds the equally tragic loss of the *Eurydice* and the *Birkenhead*. The memory of an old catastrophe tends naturally to be replaced by the recollection of tragedy of recent date. The Messina earthquake is far more real to us than was or is the earthquake of Lisbon, though the damage done in the last-named cataclysm was infinitely greater. In the sphere of shipbuilding, as in other matters, we of to-day are far ahead in scientific culture and in its application to the wants of modern life than were even our fathers, but it must strike us all very forcibly that, with all our calculations, reasonings, experiments, and so forth, the elemental forces of Nature now and then smash our most cherished schemes and exploits into fragments. Man requires ever to be at war with Nature. He is continually contravening or ignoring her laws to expedite his own affairs. The aviator, the locomotive driver, the balloonist, the builder of ships, the wireless-telegraphic inventor, and even the doctor, are all at war with Nature when we come to think of it. They triumph over Nature, and get their own way, in a sense, in spite of gravitation and every other law or condition



IN "THE DIM WATER-WORLD": A COMMON JELLYFISH (CYANEA CAPILLATA).

unreasonable supposition—why was the ordinary course pursued? No exigencies of millionaire life could warrant the incurring of any risk whatever in respect

keep north in place of going south.

It is open for us to argue that great catastrophes are utilised by science to improve our safety and diminish our risks. True, but the price paid is very high. You say you need more boats, for example, but a British Admiral points out that no number of boats will be of any service, provided you cannot launch them safely and preserve them in a rough sea. He falls back on the unsinkable ship, but then chance, as in the case of the *Titanic*, may mean a ripping away by the edge of an ice-floe of one side of the ship. Again, are we not allowing a state of megaloccephaly—in plain words, "swelled head"—to dominate the whole matter of ocean transport? Why these great ships, fitted with every luxury, and necessitating special docks? To me, the disaster symbolises the work of Nature, the quiet watchful carnivore, ready to strike out with its paw. Man's duty is to keep, as far as he can, out of reach of the stroke.

ANDREW WILSON.



FLOWERS OF THE DEPTHS: A GROUP OF SEA-ANEMONES.

In the foreground are specimens of the Dahlia anemone (*Tealia crassicornis*); behind are specimens of the Plumose anemone (*actinoloba dianthus*).

"THE DIM WATER-WORLD."

of fast voyaging, if such were the case, and the many other souls on board demanded equal care.

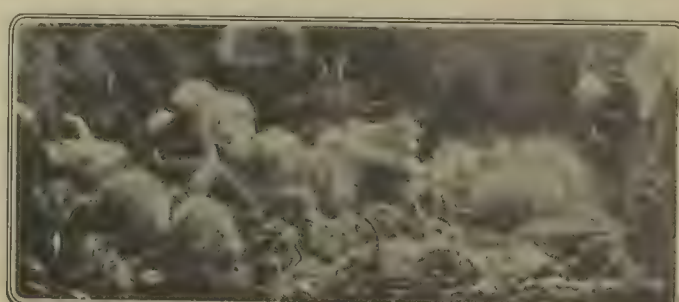
craze, the appearance of living marine animals was probably more familiar to most people than is

SOME fifty years ago, when the keeping of aquaria was a fashionable



A MEAL: SUN STARFISH (SOLASTER PAPPUSUS) DEVOURING OYSTERS AND MUSSELS.

In the second of these photographs may be seen sea-urchins (*Echinus esculentus*), starfish (*Asterias rubens* and *Solaster papposus*), and brittle stars (*Ophiothrix fragilis*). In the foreground are hermit-crabs (*Eupagurus bernhardus*) and acorn shells (*Balanus balanoides*). On the right is a spider-crab (*Hyaas araneus*), and above, a little to the left, a mass of the egg-cases of the whelk (*Buccinum undatum*).



CROWDED LIFE ON THE BED OF THE OCEAN: INTERESTING CREATURES OF THE DEEP.

which is impressed on the world's face. What we call "invention" is another name for conquering the conditions Nature has made her own, and by whose standard she abides. This view of man as a warrior against the established order of the universe is very apt to escape us when we become lost in admiration of the latest achievement to save time or to annihilate space.

Careful as man may be in the conduct of his "many inventions," Nature frequently retaliates by a display of forces against the fury of which humanity is often incapable of defending itself. A cyclone, a volcanic eruption, its neighbour the earthquake, a plague suddenly developed—and we are practically lost. Even an ice-floe may work destruction of appalling extent, though it may legitimately be argued that man's knowledge of ocean-ice should be fairly complete, and that he can "get even" with Nature by noting the results of observation of oceanic ice-movements. I trust this latter point will be thoroughly investigated when the history of the *Titanic* disaster comes to be fully comprehended. If a relatively few miles of course-alteration would have kept the big liner out of the reach of the ice-floe which ripped her side—a not

I apportion no blame here; I am merely thinking that, if I had been a passenger, I should not have felt very comfortable had I learnt the decision was to

now the case. These whose acquaintance with the "common objects of the seashore" is limited to a casual inspection of the battered and dismembered

wrecks cast up on the beach, will experience something of a revelation if they visit a good public aquarium, where the living animals can be seen in properly lighted tanks—as, for instance, in the fine institution of the Marine Biological Association at Plymouth. The partial or the complete translucency of the tissues, which is characteristic of most of the smaller aquatic animals, and the density of the medium in which they live, give them a depth and intensity of colouring rarely seen in land animals. Naturalists, in trying to describe the colours of jellyfish and sea-anemones, constantly compare them with gems—rubies, sapphires, emeralds, and so forth. Even such bulky and seemingly opaque objects as sea-urchins and starfish, seen in their native element, have something of the same self-luminous quality in their colouration. Crustaceans like the spider-crabs and hermit-crabs shown in one of the above illustrations, which look dingy enough out of the water, display unexpected beauty in their shining armour when viewed in their natural surroundings.



A BEAUTY OF THE SEA: THE SNAKE-LOCKED ANEMONE (SAGARTIA VIDUATA). The shapeless masses in the foreground are specimens of a sea-squirt (*Phallusia virginea*).

day or two's longer voyage, and a short cut with the risk of ice, I should not have felt very comfortable had I learnt the decision was to



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LADIES' PAGE.

WHILE the wonderful heroism of the ordinary British sailors, as displayed on a grand scale on the *Titanic*, is yet ringing in our ears and arousing our reverence and wonder, it is opportune to point out that, though this was a display on a grand scale, such heroism is an almost weekly occurrence, and there are many institutions designed to help and benefit this brave and simple-hearted class of men that deserve our continuous support. It always seems to me as if women especially ought to be grateful to British sailors for the example that they invariably set of that chivalry and protection of the weaker that men in other walks of life too often talk about only, and do not display in acts. It is true that the brave tradition of the sea is not only that women and children shall be saved first, but also that men who are not sailors shall be given the preference in the hour of danger. This is why so many of the boats of the *Titanic* were manned by cooks and stewards; your genuine "sailor man," stronger and more skilled than the landsmen aboard, has it worked into his very soul, if he be a true seaman, that he must love his own life last, and give place to the weaker because less-skilled men as well as to women. Not long ago, a cattle-ship went down in mid-Atlantic, and her officers and many of the crew actually went down with her in order to give up the chance of life in the insufficient boats to the rough, common cattle-men who were their passengers. "Noblesse oblige"—where is its obligation more simply admitted or more grandly fulfilled than by the officers of a ship, the aristocracy of this hard and poorly paid trade? "Come, Captain, and get in—it is the last boat," cried a lad on the burning training-ship *Goliath* to Captain Bourchier; but the answer was, "That's not the way at sea, my boy!" No; the captain last, his officers only just before him, or with him—and even the lowest members of the stalwart, skilled crew, so well able, if they wished, to save themselves at the passengers' expense, all having it ingrained in their minds that their necessary conduct is self-sacrifice and contempt of death in pursuit of their duty—that is "the way at sea!"

Well, as Garibaldi said, "Sympathy and admiration for gallant deeds in the sex of action are not wanting in the tender sex"; and we may help to express our reverence for the sailorman's "gallant deeds" in our small way by supporting those institutions that sometimes benefit or help his class. The National Life-Boat Institution, of course, comes first. Then, in all big ports, there are local seamen's institutions that need not only money, but books and papers, especially illustrated ones. If you do not know of any local work of this sort, there is always the Seamen's Hospital at Greenwich, London. Some of the country ladies whose gardens are now overflowing with flowers and soon will be full of fruit, might well order the gardener to forward a weekly hamper there. Then there is the Seamen's Orphan Asylum. There are others



FOR SPRING DAYS.

This dress is of smooth-faced cloth, lightly draped on both skirt and corsage. The blouse is of lace and muslin.

to be found in any directory. The point is that exactly the same heroic conduct as was displayed by the *Titanic's* crew is a matter of almost weekly occurrence by the men engaged in this dangerous calling, but passes unnoticed because it is on a smaller and, therefore, less startling scale, and that public gratitude ought to flow more steadily than it does towards all the men who are ever found ready so to do and die.

One colour that invariably holds its own in popularity, especially in the springtime of the year, is white. The smart Parisian houses have an unusually attractive stock of embroidered white muslins and Broderie Anglaise gowns, made for the most part with a most attractive, if not especially interesting simplicity. Some of the really extravagant gowns of this description are so lavishly embroidered, by hand of course, as to be perfect works of art, scarce a square inch being without its share of delicate and intricate workmanship. The most novel feature of these white muslins are knitted or crocheted waist-belts, as gay and glaring and many-coloured as Joseph's famous coat. No tints, and no brilliant contrasts of colour, are considered too daring to enliven an all-white gown. Some models also indulge in little buttons or the daintiest imaginable flowers in bright wool as an additional trimming. But, contrariwise, I have seen a few actually bedecked with sombre black bead fringe and buttons of cut jet. Many of the smartest models are being made with quite long sleeves.

With the brightness of spring comes the imperative demand for perfect spotlessness and brilliant cleanliness in our homesteads, for most remorselessly does the sunshine show up those deficiencies that passed unnoticed in the murky winter months. Thus one of the most invaluable servants of her Majesty the Spring Cleaner, who now rules every household, is our tried and familiar friend, Aspinall's Enamel. Year by year the colours of this dainty and invaluable preparation seem more exquisite and refined, and even in this era of art wall-papers it is always possible to get a perfect match for the woodwork from Aspinall's colour list. As to its wearing qualities and smooth surface nothing need be said, for they are beyond cavi, as also is the delightful ease with which this enamel can be applied.

Spring Cleaning also brings to mind another true and trusty favourite, Messrs. Scrubb and Co.'s preparation of Ammonia. All who have tried this marvellous preparation—and who has not?—will be ready to testify to its unique powers of coping with all stains and grime. There exists practically no cleansing purpose for which Scrubb's Cloudy Ammonia is not unrivalled, from softening the water for my Lady's dainty skin to the most drastic of spring-cleaning requirements. Thus there is no household that can afford to be without it at any time of year, least of all in the spring, when cleanliness for every nook and corner of her domain becomes a perfect mania with every right-minded housewife.

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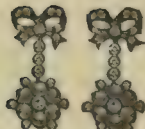
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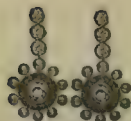


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There is yet time for readers to secure their Free "Hair-Saving" Outfits if they have not had them already. Thousands of these wonderful Outfits for growing beautiful, healthy hair have already been dispatched to readers of "The Illustrated London News," but there are still a few to be obtained at the headquarters of the Edwards' Harlene Co.

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It costs you nothing—just it works wonders with your hair. So write for it to-day before all the Outfits are gone. "Hair-Saving" is doing a wonderful work in this country. Thousands of people are practising it—and it only takes two minutes every day.

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The hair of your head has many enemies. All sorts of ailments attack it. Scurf is one of its enemies, choking up its roots and rotting away its fibre. It has so many enemies, in fact, that if not scientifically strengthened (as "Harlene" strengthens it) it is almost certain to fall out, to become thin, weak, faded, and discoloured, to lose its gloss, lustre, and attractiveness; to split at the ends, and to exhibit other well-known signs that it requires attention if it is to be saved. Mr. Edwards has discovered the way to cure these troubles and to make and keep the hair in perfect and permanent luxuriance, health, and attractiveness.

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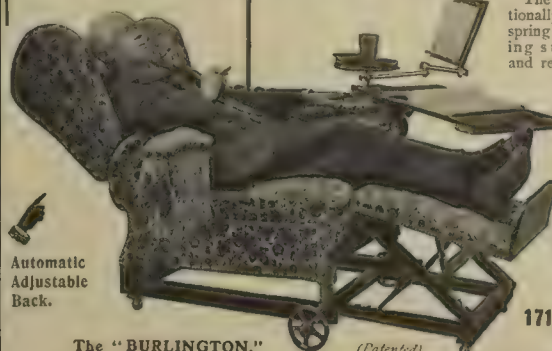
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NEW NOVELS.

"The Kiss of Chance." The particular act of osculation which gives its title to "The Kiss of Chance" by Roland Dunster (Eveleigh Nash), was bestowed not on the lips of beauty, but by such lips upon—a bundle of banknotes! It was in the Café de Paris, at Monte Carlo—and what more appropriate locale for a kiss intended to bring good luck than the precincts of the Temple of Fortune? "You see that tall, good-looking man over there in the corner," remarks a fair American to her companions at table, "with the girl in the big black hat with the feathers? He passed over to her a bundle of bank-notes, and she kissed them true, and handed them back, and he replaced them in his inside pocket." Thus we are introduced to the milieu of the story, and when it is added that the said young man has come to Monte Carlo, from London, at the girl's instigation, to risk his last thousand (the last of fifty-three) on the chances of the tables, the general lines on which the story runs can be imagined. It gives a fresh and sparkling picture of that ever-fascinating, sometimes fatal, scene in the gaming rooms of the Casino, of the festive gaiety of Ciro's, of the surrounding loveliness of the Riviera coast. Later chapters take the reader back to London, to an hotel "on a noble headland a few miles from Toulon," to Monte Carlo again, and, lastly, to a Scottish golfing paradise, at Turnberry. The dialogue, especially

chance that the silent lighthouse witnessed that boisterous morning. No, it was the real thing, the cementing of two hearts." But that which gives the book its chief value is the character of the hero's American



THE WRECK OF THE PARIS-LONDON EXPRESS AT ST. DENIS: THE RESTAURANT-CAR, WITH THE BOGEY WHEELS WRENCHED OFF.

"The Omen." It is not giving away the plot of "The Omen" (John Ouseley) by Miss Winifred Ridley, to say that it has a sad element, for the author herself prepares us by describing it on the title-page as "a romance and a tragedy," and by quoting, "Is love a lie, And fame indeed a breath; And is there no sure thing in life—but death?" In spite of these melancholy suggestions, however, the story in its unfolding is by no means wholly a sad one; so little so, in fact, that one almost feels the tragic element thrust in by the long arm of coincidence to be slightly out of place. Although we part from Muriel Talbot at a heartrending moment, we feel there are consolations in store for her, which are tactfully left to the reader's imagination. The book gives a brightly written picture of social life and love affairs among well-to-do people, taking the reader to Rome, Sicily, and an English country house. The characters, including a very natural Rugby boy, are drawn with insight, and there is abundance of amusing incident.

In our issue of April 6 we published some interesting photographs of a novel greenhouse at Hampton, for retarding by means of ice the growth of bulbs required later for the Dutch Village at the Ideal Home Exhibition. Owing to a misapprehension on the part of the photographer, we stated that these greenhouses were the work of Mr. L. J. Volker. We have since been informed that they belong to Mr. H. A. de Graaff, nurseryman and florist,



ON THE BRINK OF A 40-FOOT EMBANKMENT: DERAILED CARRIAGES OF THE CALAIS BOAT-TRAIN AT ST. DENIS.

The fast express to Calais, which left Paris at 9.50 a.m. on May 1, came to grief five minutes later just outside St. Denis Station, through the breaking of a point. The train there begins to get up a high speed of about sixty miles an hour. The restaurant-car, the third in the train, received the chief shock, and was derailed, with four of the carriages behind it. The engine and three cars went on for about 300 yards, and then stopped. The derailed carriages were pushed on the edge of a 40-foot embankment, and, but for the solid construction of the line, the whole train might have gone over with terrible results. As it was, those on it had a wonderful escape, only four or five people, including the cook in the restaurant-car, being slightly injured. The passengers got out in great excitement, some breaking through the windows. They were taken on by a special train an hour afterwards.

that of the Americans, is bright and natural. The plot concerns a charming American heroine and two men who love her, and at the end "it was no kiss of

friend and rescuer, and all will agree with the final dictum—"John Henry Bledge is the greatest sportsman I have ever known."

of the Avenue, Hampton, who writes: "I have erected this structure, and done all the work in connection with the flowering of the bulbs for Olympia."



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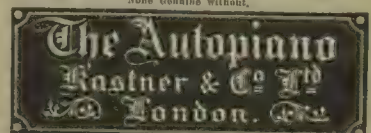
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LITERATURE.

Plain-Towns of Italy. As a companion-volume to his "Hill-Towns of Italy," Mr. Egerton R. Williams has now issued his "Plain-Towns of Italy" (Smith, Elder), the result of many years' patient labour. It is part rhapsody, part guide-book, and its frequent fine passages are just a little spoiled for us by being written in the American language, not always perfectly disguised. One is inclined to suspect, not harshly, that the author is one of those votaries of Renaissance times whom Burckhardt calls "clegiac natures," that long to have lived in that epoch, but



PETER PAN'S MAY MORNING SURPRISE: THE STATUE BY THE
SERPENTINE WHICH GREW UP IN THE NIGHT.

Children in Kensington Gardens had a delightful surprise one morning recently, when they found, by a little lay at the south-west end of the Serpentine, a statue of Peter Pan standing on a tree-stump, surrounded by little animals and fairies. The statue is the work of Sir George Frampton, and the gift of Peter's creator, Mr. J. M. Barrie. Appropriately enough, there was no formal unveiling.

would, after one hour of such an experience, " gasp to be back in modern air." These questions apart, readers who like careful studies of Italy will welcome Mr. Williams's minute descriptions of the towns and cities of old Venetia, more particularly of the less known places, not in the usual path of the pilgrims of St. Thomas Cook, such as Strà, Udine, and Battaglia. The author is fond of ringing titles such as Verona la Degna, Verona la Marmorina, and Brescia la Brave. Following J. A. Symonds's advice that those who would understand the Renaissance must study its art, Mr. Williams explores galleries, churches, and museums. He even catalogues their treasures, but these lists he advises fireside readers to skip. Travellers, however, will find them useful. The author has a keen eye for architecture, and is at pains to credit noteworthy buildings to their actual designer. He has consulted authorities innumerable and he abounds in apposite quotations. These are none the worse that we were able to forecast very many of them on seeing the chapter headings. And sure enough, there they were, answering to their names like recruits at roll-call. The book is encyclopedic in its range, and focusses a huge body of doctrine, historical, artistic, antiquarian, and merely latter-day anecdotal, for the writer takes care to show us the towns not only as they were in the past, but as they appear to the mere globe-trotter. A special word of commendation must be given to the really magnificent photographs with which the volume is illustrated. Many are of unique value, and none altogether lacking in charm. Charm, indeed, is their strong point. It is not often that photographs in book illustration are so compelling as these.

The New China. In "The New China, a Traveler's Impressions," by Henri Borel, translated from the Dutch by C. Thieme (T. Fisher Unwin), the author really gives an impressionist picture of Peking only, and, allowing for exaggeration, about as correct as such impressionist pictures generally are. The joys of the modern hotel and the excellence of the *cuisine* are in our opinion (we have experienced these delights) somewhat overdone. As the author himself states: "This book is meant more as an artistic than as a scientific work. I do not intend to work with figures and statistics and linguistic lore. I may not be able now and again to avoid considerations and remarks of a political or economical nature. But the chief object of my book is to avail myself of the poet's right to give a chain of personal and subjective impressions and to describe how I felt the tragic death of ancient beauty, overpowered by all that is ugly and vulgar in modern things." This being the case, it is curious to find the author describing the Dutch Embassy (by which he means the Dutch Legation) as the only building in the modern Legation Quarter




DAMAGED BY RUSSIAN SHOT AND SHELL; THE GOLDEN DOME
OF THE MOSQUE OF IMAN RIZA AT MESHED.

It was briefly reported recently that Russian troops had bombarded the mosque at Meshed containing the tomb of Iman Riza, where a number of inhabitants had taken *hast*. Iman Riza, son of Ali, was the founder of the Shi-ites. Meshed is the capital of the province of Khorassan, in North-East Persia.


which shows character and distinction, and ignoring the splendid specimen of Chinese architecture which the handsome British Legation affords. As, however, M. Borel claims a poet's license, we assume that he does not wish to be taken too seriously, and that he has no desire to make any pretence of accuracy. Nor can the modernity of Peking be regarded as disconcerting. After all, everybody has not the vivid imagination of the author, who is able to see the heavy hand of European improvement in a few broad avenues and some telegraph wires. He does not add that the ugly dwelling-houses of the Chinese continue as ugly and slovenly as ever, and that the distinctive note of old China is the absence of repair. M. Borel has, nevertheless, produced an extremely readable and entertaining book.

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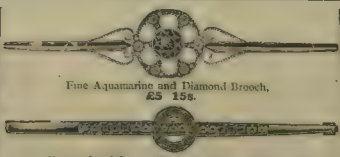
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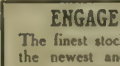
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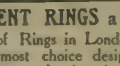
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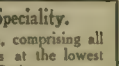
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THE PLAYHOUSES.

"THE DOUBLE GAME." AT THE KINGSWAY.

PURSUING that policy of matinee ventures in which the Royalty management is their only rival, Mr. and Mrs. Granville Barker staged on Tuesday afternoon a hitherto unacted play of Mr. Maurice Baring's. "The



Photo. Record Press.

REFLOATED AFTER THE NILE DISASTER: THE EXCURSION-STEAMER "PSARA" AT CAIRO.

It will be recalled that a serious disaster occurred on the Nile at Cairo on the night of Easter Monday, the excursion-steamer "Psara" being sunk through a collision with another vessel. There were some three hundred people on board and many were drowned. The boat has since been refloated.

Double Game," as its author calls it, is the most direct and vigorous piece of stage-work we have so far had from his pen. There is no indecision or discursiveness or lack of definite plot about this piece, as there has been about too many of his experiments. Plain and stark is his story of a Russian revolutionary girl's discovery that the man to whom she has given her heart is a spy, and of her ending her sorrows by suicide. You may describe Mr. Baring's scheme and its climax as melodramatic, but his is melodrama that has had its parallel in actual life. There have been spies among Russian terrorists, and heroines of the type of his Marie Andreevna—high-strung, idealistic, capable of martyrdom—have never been afraid of meeting death. The weakness of his treatment is that it is rather too rhetorical; his characters seem only able to explain themselves by means of long speeches. Hence often enough his subordinate figures never get individualised at all. It is hardly necessary to say that Mr. Baring knows his Russia well, and the feature of his piece, apart from the

self-revelations of hero and heroine and the drama of the girl's fate, consists in its suggestion of the calm and almost apathetic manner in which the Russian middle-classes treat incidents of a revolutionary order. The heroine and the traitor she loves and the rival who suspects him stand out clearly from this background, and so Miss Ernita Lascelles, Mr. Harcourt Williams, and Mr. Claude King are enabled to indicate their emotions with intensity and conviction.

"THE FIVE FRANKFORTERS." AT THE LYRIC.

Popularity in London should await "The Five Frankforters," Mr. Basil Hood's adaptation from the German of Carl Rössler, if only because this fantasy has a picturesque and novel setting, turns the Zenda convention upside down, and abounds in gracious sentiment. The costumes, quaint and gorgeous costumes of 1822, are enough to put any audience in good-humour. The opening act, with its restful domestic interior, and its procession of sons—all world-famous bankers—paying homage to their stately mother on her birthday, is full of charm, and the scene has its proper climax when an imperial patent is produced which confers nobility on the old lady and all her household—a household of Jews. You think at once of the great banking family of the Rothschilds, and no doubt their history has given the dramatist his cue. But what say you to the impressive scheme of Baron Samuel, who calmly proposes to annex a principality by marrying his pretty daughter

Rachel to its reigning duke? But old Frau Noemi dislikes the idea, and little Rachel, when offered a crown, bursts into tears and shows that she has other notions. Apart from external and romantic prettiness, the piece reveals Jewish patriarchal life in a light that is attractive, and it is rich in humour in the episode in which the newly enrolled barons visit the duke's court. Miss

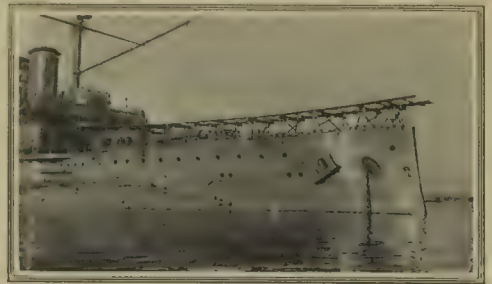


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Henrietta Watson (a most dignified old dame), Messrs. C. M. Lowne, Louis Calvert, Somerset, Blakeston (as the oddly different sons), and Mr. Ainley, that eloquent stage-lover, here somewhat studied, all are delightful and contribute their share to a delightful entertainment.

"THE NEW SIN." AT THE CRITERION.

"The New Sin," the most notable of Messrs. Vedrenne and Eadie's matinee productions of the season, is much too witty and ingenious a piece not to be allowed its chance of appealing to a wider public than that which attends afternoon performances. That chance it has obtained with its promotion to the Criterion's evening bill, and every playgoer who has the sporting instinct will rejoice to see an author so promising and yet so unknown till the other day as Mr. Macdonald Hastings getting a "look in." The verdict of the evening audience was no less favourable than that of the young playwright's

(Continued overleaf.)



Photo. Transpax.

WHERE THE "TEXAS" WAS BLOWN UP BY A MINE: SMYRNA AND ITS GULF.

On April 30 the steamer "Texas," owned by the Archipelago American Steamship Company, was sunk in the Gulf of Smyrna through striking a mine. Of the 139 on board, mostly pilgrims returning from Jerusalem to Constantinople, 69 lost their lives. The injured were taken to the French and Austrian Hospital at Smyrna.



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Continued.
matinée admirers at the Royalty, and once more on Monday night the far-fetched idea was forgiven for the sake of the vivacity of the dialogue, the unconventionality of many of the scenes and characters, and the neat workmanship and the surprises of the play's scheme. If we cannot believe that a young man of ability would contemplate taking his life because he stands between his feckless relatives and a fortune, we can admire the skill with which Mr. Hastings compels our interest in the development of his plot. The original cast seems to have been available, and could not be bettered.

"GOOD CHEER."

WE live in an age of food-reform and of food-faddists, and the subject of diet has been treated of late years in many scientific works by medical men, and in even more pseudo-scientific works by writers who can only be described as cranks. There is another aspect of eating and drinking, however, which lends itself to literary treatment, namely, the descriptive and historical aspect; and this is the point of view taken in "Good Cheer: the Romance of Food and Feeding" (Fisher Unwin), by Mr. Frederick W. Hackwood, who is also the author of "The Good Old Times" and "Inns, Ales, and Drinking Customs of Old England." In his new work he traverses, with the light and airy step of a raconteur and a humourist, a very wide extent of ground. He begins, in fact, *ab ovo*, with the food of primeval man, and brings us by way of the ancient Egyptians, the Biblical races, the Greeks and Romans, through the Middle Ages, down to modern times. There are interesting chapters on early English fare, table manners of Tudor times, royal and baronial hospitality, and the days when England fed herself and did not rely on imported food. Another interesting division of the subject is the question of national foods and their influence on national character. Vegetarianism is dealt with sanely and sympathetically, as also such topics as food-adulteration and the effect of diet on health. One gruesome chapter treats of anthropophagy, and introduces us to some doughty cannibals of Scotland and elsewhere. Thence the reader can turn to the more genial subject of table-talk and the aesthetics of dining, records of historic banquets, and scenes of good cheer in action. The book is illustrated with a coloured frontispiece—Hogarth's "Election Entertainment," and a number of other reproductions from pictures and old prints.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

T. S. R. (Lincoln's Inn).—We are sorry to say you have been very unfortunate of late in your solutions. In that submitted for No. 3545, for instance, if Black reply with 1. P to B 5th or K to B 5th, there is no mate in two more moves.

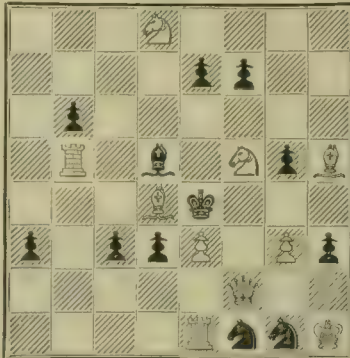
DOUGLAS ANGUS (Driffield).—We have not a file of the column to refer to, but, assuming your transcript is correct, there is undoubtedly another solution. It is, however, one of the commonplaces of chess problems that "cooks" remain undetected for long periods, and you have in this case disturbed the unbroken repose of twenty years.

W. FINLAYSON (Edinburgh).—Thanks for your prompt reply and amended versions. We shall, of course, publish them with pleasure.

THRO MARZIALS (Colyton).—Your problem shall receive due consideration. P. H. WILLIAMS (Hampstead).—We are very pleased to receive your contribution, and we are sure our solvers will be no less delighted.

PROBLEM No. 3547.—By G. BROWN

BLACK.



WHITE.

White to play, and mate in two moves

CORRECT SOLUTIONS OF PROBLEM No. 3519 received from N. H. Greenway (San Francisco) and C. A. M. (Penzance); of No. 3517 from Henry A. Seller (Denver, U.S.A.); J. W. Beatty (Toronto), and J. Murray (Quebec); of No. 3512 from J. Isaacson (Liverpool), J. W. Beatty, T. A. Truscott (Forest Gate), J. Murray, J. Lear (Yazoo City, Miss., U.S.A.), H. A. S. Iler, N. Bacon (Chicago), and C. Field jun. (Abol, Mass., U.S.A.); of No. 3513 from Theo. Marzials (Colyton), J. Verrall (Kodmell), J. B. Camara (Madeira), C. Barretto (Madrid), and J. Isaacson; of No. 3511

from H. S. Brandreth (Florence), C. Barretto, J. D. Tucker (Hikley), R. M. Myers (Vienna), A. Perry (Dublin), Café Milan (Genoa), T. C. Creak (Llanberis), H. Baxter (Layport), O. R. Wace, R. N. (H.M.S. Implacable, Atlantic Fleet), James Gamble (Belfast), Julia Short (Exeter), and F. W. Young (Shaftesbury).

CORRECT SOLUTIONS OF PROBLEM No. 3545 received from G. Stillingfleet (London), C. M. (Penzance), R. Murphy (Wexford), J. D. Tucker, J. Chur (Layport), J. Cohn (Berlin), W. H. Taylor (Westcliff-on-sea), J. Fowler, Rev. J. Christie (Redditch), R. J. Winter-Wood (Paignton), W. Lillie (Marple), K. Worters (Canterbury), F. Saavedra (Glasgow), J. Ivering (Wicklow), W. Best (Dorchester), J. Head, and J. Green (Shaftesbury).

SOLUTION OF PROBLEM No. 3544.—By B. G. LAWS.

WHITE.

1. Q to B sq

2. Mates accordingly

BLACK.

Any move

CHESS IN THE CITY.

Game played in the Championship Tournament of the City of London Chess Club between Messrs. R. C. J. WALKER and A. J. MAAS. (Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. M.)	WHITE (Mr. W.)	BLACK (Mr. M.)
1. P to Q 4th	P to Q 4th	attempting any forcing tactics, as he has	otherwise to fight two Rooks with one.
2. Kt to K 3rd	P to Q 4th	15. R takes Q	Q takes Q
3. P to Q 4th	P to K 3rd	16. R takes Q	Q takes Q
4. Kt to Q 3rd	Kt to K 3rd	17. R to Kt 3rd	K to Kt 3rd
5. B to Kt 5th	B to K 2nd	18. Castles	Kt to K 5th
6. P to K 3rd	Kt to K 5th	19. P to Kt 3rd	P to K 3rd
7. B takes B	Q takes B	20. R takes K	R takes R
8. P takes Q P	Kt takes Kt	21. R to Kt 3rd	R to Kt 3rd
9. P takes Kt	K P takes P	22. R to B 8th (ch)	K to H and
10. B to Kt 5th (ch)	B to Q 2nd	23. R to B 7th (ch)	K to K 3rd
11. B takes B (ch)	Kt takes B	24. R takes R P	P to Kt 4th
12. Q to Kt 3rd	P takes P	25. P to Q R 4th	Kt takes H P
13. R P takes P	Kt to B 3rd	26. R takes P	P to Kt 5th

Showing an excellent grasp of the position. Most players would be tempted to save the Pawn by Kt to Kt 3rd, but Black sees what advantage its capture will give him, and lets it go accordingly.

14. R to Q Kt sq Castles
15. Q takes Kt P

Very judicious in the state of White's development. He should Castle before

A mistake. His only alternative is K to B sq. Black curiously overlooks an immediate mate in two, but the strength of his position is such that, in spite of a wasted move, White can do nothing to avert his fate.

28. R to K 7th
White resigns.

There are many people in whom nature or habit, which is second nature, has produced dimensions too ample for health or comfort. For superfluity of flesh is not only a disadvantage in itself, but it may be a contributory cause in the development of various diseases, such as enlarged liver or fatty degeneration of the heart. It is claimed by the proprietors of Antipon that their well-known preparation reduces the figure and improves the facial appearance, also that it counteracts the dangers of obesity and increases the capacity for enjoyment. Antipon is sold in bottles at 2s. 6d. and 4s. 6d., and can be obtained of chemists and stores.

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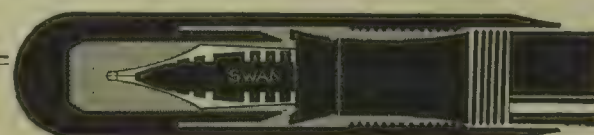
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World-renowned for the remarkable curative effects of its Natural Thermal Brine Springs (with strong admixture of Carbonic Acid) in diseases of the Nervous System, organic and functional (Spinal Cord, Apoplexy, Inflammation of Nerves, Sciatica, Neurasthenia, Hysteria, &c.), Heart Troubles, Gout and Rheumatism. The strong, natural brine baths are used with wonderful success in diseases of women and children, Scrofula and the like. Oeynhausen is eminently suitable for convalescents. In 1911, 17,025 persons took the cure; 245,700 baths given. Orchestra of 54 performers, Theatre, Tennis Courts, Fishing, Social gatherings in the splendid new Kurhaus. Park of 113 acres.

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Summer Health and Pleasure Resort.

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ENGLISH SOCIETY. STEEL & CO. SPRINGS.

Prospectus from
VERKEHRS-VEREIN.

THE CHRONICLE OF THE CAR.

The Dangers of Motor Traffic. The Highways Protection League—which is, if its record is any indication, an anti-motor association much more than anything else—is greatly alarmed by the increase in the number of motoring accidents recorded during the past two years. According to statistics published by the League, these have increased as to fatal accidents by 71 per cent.—from 508 in 1909 to 873 in 1911; and the non-fatal accidents by 53 per cent., the figures relating to the latter being in round numbers—13,000 for 1909 and over 20,000 in 1911. In commenting upon these figures the Highways Protection League remarks that they demonstrate the futility of expecting the drivers of motor-vehicles generally to exercise due



Photo. Everett.

OF TORPEDO DESIGN: A 23-30-H.P. PEUGEOT.

Our photograph shows Mr. and Mrs. Henri Boissy in their 23 30-h.p. Peugeot, of torpedo build. This car is of handsome appearance, and it is as efficient as it is handsome.

electric trams as motor-cars. And, although there is nothing in the statistics I have available to enable me to dissect the "various motor-vehicles," I presume, in default of any statement to the contrary, that under this heading are classified steam-rollers, traction-engines, and every class of traffic which is mechanically propelled. On the face of it, to present figures in the way they are set out by the League is unfair and misleading, even taking them simply as figures and paying no regard to other considerations which have a tremendous bearing on the question of the increase

in the number of recorded accidents. Now, I think that if the Highways Protection League were sincere in its propaganda, or in the inferred objects of its constitution, it would at least strive by proper analysis to discover whether or not the increase in the total of accidents was due to the cause it alleges—the recklessness of drivers—or whether there is not something to be said from another point of view. The League has always been very fond of statistics, but I wonder if it has ever taken the trouble to learn or estimate the increase in the number of motor-vehicles during the two years covered by its protest, or of the probable increase in the mileage run by mechanically propelled vehicles. After all, we must have these last figures before we can make up our minds whether motor-drivers are becoming more reckless—which is patently the inference the League



ALL-BRITISH: A 15-H.P. TWO-SEATER STRAKER-SQUIRE, WITH RILEY WIRE WHEELS.

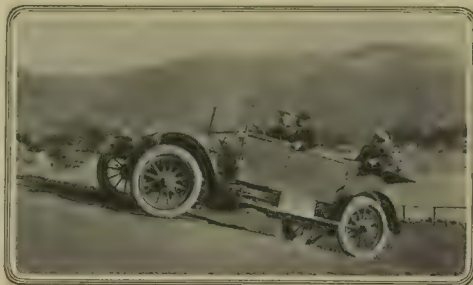
The 15-h.p. two-seater Straker-Squire has a great reputation as an all-British product of high quality. The car shown in the photograph is fitted with Riley wire wheels, and is fully equipped in touring trim. The price is £408 complete and ready for the road.

restraint, or of relying upon automobile societies to induce their members to use reasonable care. "It is high time," says the League, "for Parliament to intervene and take effective measures to strengthen the law." First as to the figures themselves. Analysis shows that of the 873 fatal accidents recorded in 1911, motor-omnibuses were accountable for 117 cases of fatal injury; various motor-vehicles for 633; and tramcars for 123. Without desiring in the least to minimise the seriousness of the case—until we begin to argue it on its merits—I should really like some information as to why, in its campaign against the motor-car, the Highways Protection League persists, for its own purposes, in classifying



A "REPEAT ORDER" FROM THE SULTAN OF ZANZIBAR: A 20-H.P. 1912 HUMBER.

Three years ago Messrs. Humber, Ltd., of Coventry, supplied a 16-24-h.p. car for the personal use of the Sultan of Zanzibar. The car has since been in almost daily service over bad roads, and so satisfactory has been its behaviour that the Sultan has just ordered a new 20-h.p. Humber of the 1912 model, which we illustrate in the above photograph.

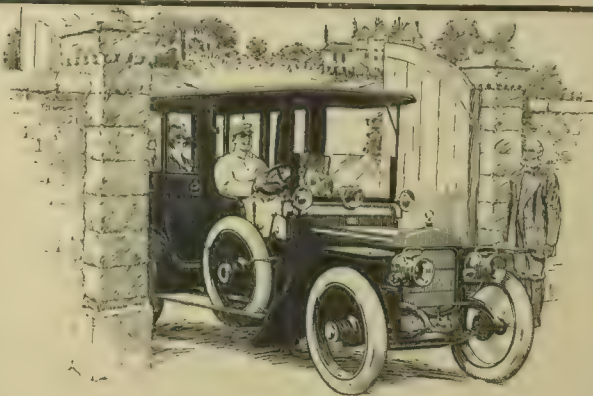


ALPINE CLIMBING BY MOTOR-CAR IN NEW ZEALAND: MR. ARTHUR MORTEN IN HIS 24-30-H.P. WOLSELEY.

Mr. Arthur Morten, who is well known in Christchurch, is an enthusiastic motorist, and the owner of three Wolseley cars. He is here shown, in one of them, making an ascent in the Alps of South Island, New Zealand.

would like us to draw—or whether in fact the motor-vehicle is really becoming much safer in use and drivers more skilled and careful. At a very conservative estimate, the number of cars of all sorts in use on our roads has doubled in the two years, and, inferentially, the mileage run has also been multiplied by two. I know I am well within the mark in this statement, but I am desirous of giving the League the opportunity to argue its case fairly. The case being as I have put it, we might reasonably expect to find the total accidents increased by 100 per cent., other things being equal, instead of by 62 per cent. I think that is the only logical way to regard the figures. I do not say that the increase in accidents is not a

(Continued overleaf.)



THE CONVENIENT CAR.

MANY people who have been tied down to a mile radius from the nearest railway station find that the motor-car enables them to live as far away in the country as they wish, and with much less inconvenience than before.

IT makes them independent of railway time-tables and the many discomforts of railway travel, if the car is reliable. From Piccadilly to Penang, from Buenos Aires to the Champs Elysées, the sleeve-valve Daimler is the fashionable car; and the reason lies in its reliability. Nothing—not even a motor-car—can remain popular if it is not really good, and the huge list of Daimler owners is convincing proof of the quality and reliability which are inherent virtues of all Daimler products.

If you are interested in the new Daimler Motor, what it has done and what it can do, write to Coventry for a parcel of explanatory literature.

Daimler

"ENTIRELY SATISFIED."—Mr. W. B. Kersteman, Kingston Mill Road, Worthing, writing to the "Autocar," says:—

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We are constantly receiving similar interesting testimonials from satisfied patrons.

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11 h.p. Price £270

Complete with Hood, Screen, Horn, Headlights, Side and Tail Lamps, and Two-seated Body.

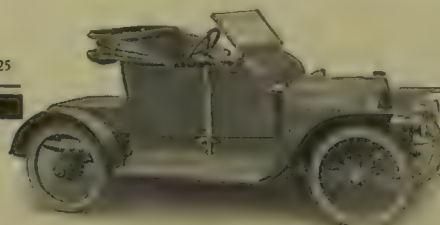
With similar equipment, to seat four, £285.

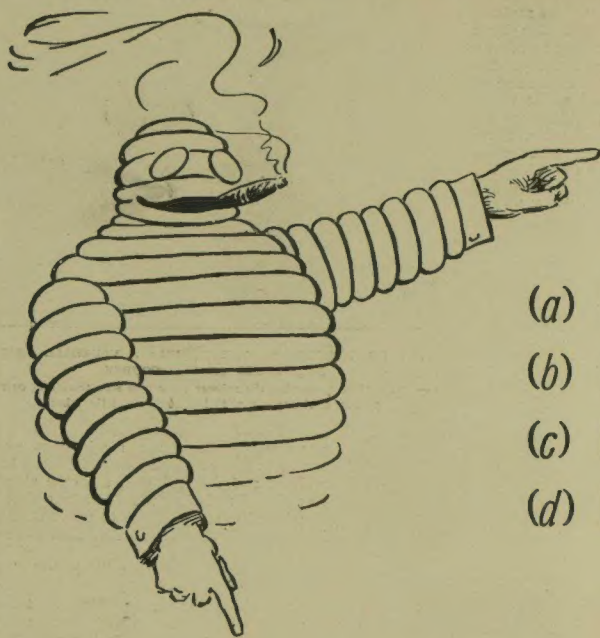
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SOUTHAMPTON: 27, London Road. Agents Everywhere.
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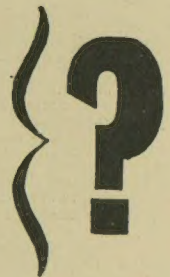
K 225





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- (b) Is not an experiment.
- (c) Ensures a firm grip on the road.
- (d) Remains a non-skid all its life.



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Continued.
deplorable tax to pay for greater speed and convenience in locomotion. No one can possibly regret it more than those most closely associated with the automobile move-



IN FRANCE FOR THE GRAND PRIX: A VAUXHALL RACING CAR.

These photographs illustrate one of the Vauxhall Grand Prix racers in France.—

(Continued opposite.)

ment, but in discussing the question we can at least be fair in our presentation of the figures, and in the deductions to be drawn from them.

A Novel Form of Theft.

I have before me a letter from a trade friend, detailing that while a car was standing in his show-room some evil-disposed person got in unseen and removed the magneto from the engine and got clear away with it. I have called this a novel form of theft, but I am not so sure that I am correct in this, for, although it is a new game, a great many magnetos have recently been stolen from cars left standing outside places of call. It is not at all difficult for a thief with some knowledge of a car's anatomy to remove this valuable fitting in a couple of minutes. It usually means only the removal of the holding-down strap and the cutting of the wires, and the machine can be instantly slipped clear of the driving-coupling. The obvious remedy is a good lock on the bonnet-fastening. It is no trouble to fit and need cause no inconvenience, because it is very much the exception for any necessity to arise for lifting the bonnet while on a journey. It costs very little, too, while the magneto is a distinctly expensive fitting, to say nothing of the trouble and inconvenience

that must accrue from its removal, say, in Regent Street, or at a wayside hotel ten miles from anywhere.

A Tail-Light Test Case.

A case of deep interest to the motorist was disposed of the other day by a Divisional Court, composed of the Lord Chief Justice and Justices Pickford and Avory. The facts of the case were that a motorist was summoned before the Hampstead Bench for not having alight within the statutory hours a lamp contrived to illuminate the rear number-plate. He was represented by Mr. Dean, solicitor for the R.A.C., who said he proposed to prove that the fact of the lamp being out was an accident and that the motorist had taken all steps reasonably practicable to have the number-plate illuminated, and that if he succeeded in proving this he would be entitled to have the summons dismissed under Section 2, Sub-section 4 of the Motor-Car Act, 1903, which is as follows: "If the mark . . . is in any way obscured or rendered or allowed to become not easily distinguishable, the person driving the car shall be guilty of an offence under this Act, unless . . . he proves that he has taken all steps reasonably practicable to prevent the mark being obscured or rendered not easily distinguishable."

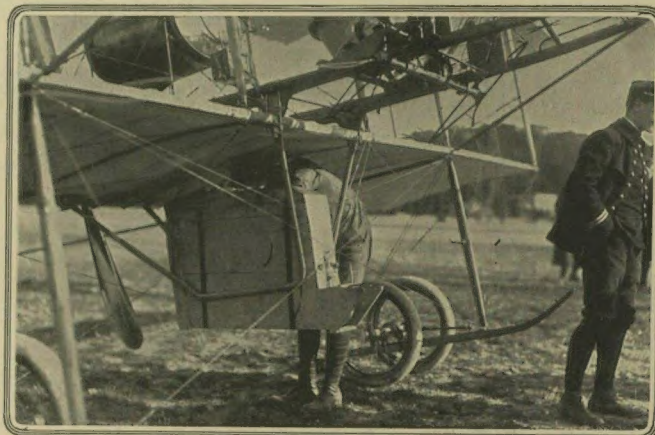
The magistrates held that, in the circumstances, it would be no defence if the motorist proved that he had

taken all steps reasonably practicable to prevent his lamp going out, and on this point a case was stated for the consideration of the High Court. The latter tribunal decided



WITH MR. HANCOCK AT THE WHEEL: A VAUXHALL GRAND PRIX RACER ON THE COURSE.

Continued.—In the picture showing the railway the car is seen travelling over a portion of the course, with Mr. Hancock at the wheel.



WITH BOMB-DROPPING CASE ATTACHED: LIEUTENANT BOUSQUET'S MILITARY BIPLANE FOR THE MICHELIN AERO-TARGET COMPETITION.

The movement in France towards the development of military aviation has been greatly encouraged not only by the French Government, but by the well-known tyre firm, Messrs. Michelin, who are offering prizes to the amount of £6000 for the Michelin Aero-Target Competition. The competition is confined solely to French civil and military airmen.

Photo. Maurice.

unanimously that the magistrates were wrong in the conclusion at which they had arrived, and directed that the case should be re-heard and that the defendant should be allowed to call evidence to prove that he had taken all necessary precautions to keep his lamp alight. The police, who had briefed counsel in support of the magistrates' view, were ordered to pay the defendant's costs of the appeal. It naturally seems to follow from this decision that if the lamp which illuminates the number-plate is accidentally extinguished through no fault or negligence of the motorist, no conviction can be recorded and, therefore, the license cannot be endorsed. I imagine, however, that it will often be difficult to persuade magistrates that there was no negligence or default. What we really want is an alteration of a law which makes it obligatory on the part of magistrates to endorse particulars of a conviction for so venial an offence as an extinguished tail-lamp, upon the license of the unfortunate offender. There does not seem to be the least logical reason why such a record should be carried, especially when it is considered that there is no endorsement for first or second infractions of the speed law, which are, inferentially, much more serious offences.

W. WHITTALL.

The New MOTOR CARRIAGE

flies along the road, up hill and down dale, over smooth and stony ground, but always with perfect comfort to its occupants. The cars are built for speed and smoothness of motion, and a trial run in one will prove how well they have attained their object. They are admitted to be the most luxurious cars on the road, and owing to the unique swinging of the body (between—not over—the axles), they are by far and away the most comfortable. In fact, to quote the words of their users, "They are nearer perfection than any other make."

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- "It is the most comfortable car I have ever been in."
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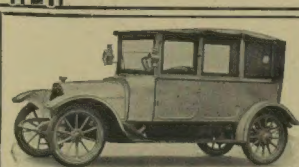
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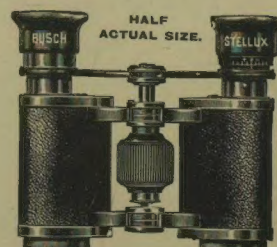
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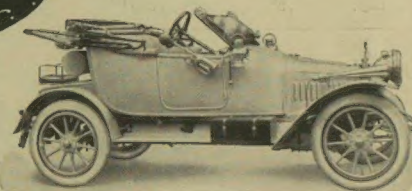


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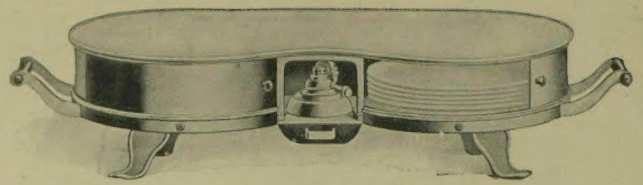
WILLS AND BEQUESTS.

THE will and two codicils of MR. WILLIAM DONALDSON CRUDDAS, of Haughton Castle, Northumberland, at one time M.P. for Newcastle, who died on Feb. 8, are proved, and the value of the estate sworn at £1,041,320. He gave £1000 each to his daughters; £5250 to his nephew George Cruddas; £2000 to his nephew William S. Cruddas; £1250 each to his brother Charles John Cruddas and to his nephew John Swale Cruddas; £4000 to the daughters of Mary Jane Weir; £2000 each in trust for his nieces, Edith R. Evans and Charlotte Mary Nesham; £1000 each to Thomas C. Nesham, Margaret Jane Cruddas, Kate E. Tarleton, John McC. Clark, Marion Goldson, and Helen Crawhall; £2000 each to the Church Pastoral Aid Society, the Victoria Infirmary, St. Paul's Church, Elswick, for the Curates' Fund, and St. Stephen's Church, Low Elswick, for the repair and upkeep; £1000 to the National Church

Charles Geoffrey, fifteen to his son Arthur Howell, forty to his son George Noel, and the remainder to his daughters. The residue of the property he leaves to his children, other than Francis William, Cecil Frederick, and Arthur Howell, who are sufficiently provided for.

The will (dated Sept. 7, 1908) of MR. FREDERIC NOAKES, of 74, Warrior Square, St. Leonards-on-Sea, who died on Jan. 23, is now proved, and the value of the property sworn at £94,647. The testator gives £1000 to the Royal National Hospital for Consumption and Diseases of the Chest; £500 each to Dr. Barnardo's Homes, the Commercial Travellers' Christian Association, Schools, and Benevolent Society, the East Sussex Hospital, the Leather and Hide Trades' Benevolent Institution, the Earlwood Asylum for Idiots, the United Kingdom Beneficent Society, the Royal Blind Pension Society, the Hospital for Incurables, Putney, the Consumption Hospital, Brompton, the Cancer Hospital, Brompton, the Orphan Working School, the Eversfield Chest Hospital, and the Incurables Asylum, Streatham; £200 each to the executors; £1000 to his son-in-law Shirley Foster Tuck; £1000 to Alfred Tuck; £500 to Edward Porter; and the residue in trust for his son and daughter, Frederic Noakes and Dorothy Tuck.

The will (dated Feb. 8, 1911) of SIR JOHN GAY NEWTON ALLEYNE, THIRD BT., of Chevin House, near Belper, Derby, and Cambridge Place, Falmouth, who died on Feb. 20, is proved by Miss Mary Alleyne, daughter, and Frederic Charles Arkwright, son-in-law, the value of the property being £71,853. The testator gives £2600, the use of his residence at Falmouth, with the furniture, etc., and the income from £20,000, to his unmarried daughters; £3000 and an annuity of £50 to his grandson Reynold Meynell Alleyne; an annuity of £50 to his grandson Lieutenant John Meynell Alleyne; and portions of £5000 are to be made up for each of his

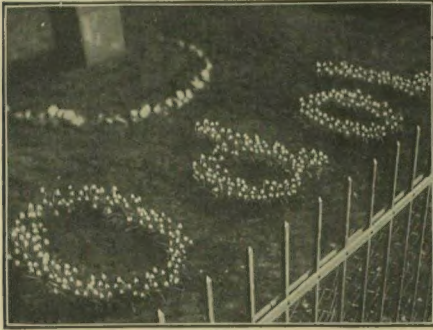


ENSURING THE LUXURY OF A HOT PLATE AT ANY TIME: A PATENT PLATE AND DISH-WARMER.

The apparatus is fitted with an atmospheric spirit-lamp, and an aluminium top plate for keeping dishes hot. Inside it holds six or twelve breakfast or dinner-plates. It is made by the Alexander Clark Co., of 188, Oxford Street, W., and 125-6, Fenchurch Street, E.C.

daughters. The residue of the property he leaves in trust for his daughter-in-law Susanna, during widowhood, and subject thereto for his grandson John Meynell Alleyne.

The following important wills have been proved—
Sir Horace Grece Regnart, 29, Gordon Square . . . £323,653
Mr. Frederick Seebohm, The Hermitage, Hitchin . . . £123,770
Mr. William Bedford, Boston, Lincs. . . £61,721



AN APPROPRIATE SCRIPT FOR A FRAGRANT NAME: A FAMILIAR WORD WRITTEN IN FLOWERS.

The name of Odol, the well-known dental preparation, is here seen formed of small white flowers in a garden-bed.

League; and £500 to the Newcastle City Mission. The residue of his property he leaves in trust for his daughters, Dora, Eleanor, and Florence and their issue.

The will and codicils of MR. ARTHUR GILBERTSON, of Glanrhyd, Pontardawe, near Swansea, who died on March 2, are proved by three of his sons, the value of the property being £196,822. Amongst other specific bequests to his children he gives forty-four shares in William Gilbertson and Co., Ltd., to his son Francis William, forty-two shares to his son Cecil Frederick, forty-nine to his son



AN IMPERIAL VOTRESS OF A FAMOUS CURE: THE GERMAN EMPRESS ARRIVING AT BAD NAUHEIM.

As mentioned in our issue of May 4, the German Empress has gone to take the cure at Bad Nauheim, where she is staying at Professor Groedel's Sanatorium. Her presence is the cause of a particularly brilliant season at that famous resort.

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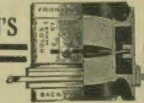
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